

# THE 1928 MODEL OLDSMOBILE:

Sensationally beautiful, superbly new and smart. So swift, so smooth, so quiet, so comfortable, so easy to drive, and so good-looking that you will agree with the man who inspected the NEW OLDSMOBILE when he said—"YOU CAN BUY A BIGGER CAR, BUT NOT A BETTER ONE." Prices from \$2,500.00.

THE DRAGON MOTOR CAR CO., LTD.  
Telephone Central 1246 or 1247.  
33 Wong Nei Chung Road, Happy Valley.

# China Mail

ESTABLISHED 1845

No. 25,968

HONG KONG, THURSDAY, SEPTEMBER 6, 1928. PRICE, \$3.00 Per Month.

"Your Eyes Are Safe With Us."  
**LAZARUS**  
Hong Kong's Only European Optician.  
(Established Over Forty Years)  
**ACCURACY SERVICE QUALITY.**  
Manager:  
RALPH A. COOPER, Registered  
Optometrist (Canada)  
F.I.O. (London).

## THE LABOUR PARTY'S HIGH HOPES.

### CHIEF WHIP'S VIEWS.

WHAT THE COMING MONTHS "WILL SEE."  
NOT TO BE DIVERTED.

London, Yesterday.  
Speaking at the Trade Union Congress to-day, Mr. A. Henderson, Chief Whip of the Labour Party, predicted success for the Labour Party at the coming General Election. He said: "The coming months will see Labour's greatest political adventure. If he read the signs of the times correctly, Labour now stood at the threshold of power and responsibility. It was all the more important to maintain close contact between industrial and political sides. They must endeavour to harmonise and co-ordinate their respective policies."—British Wireless Service.

Mr. Arthur Henderson, in bringing the Labour Party's fraternal greetings to the Trade Union Congress, said that Labour was now the National Party, the only serious alternative being the present Government.

"Talk of violence and irresponsibility, even evidence of fanaticism and suggested disintegration in our own ranks won't divert us from our objective. Labour now stood on the threshold of power. Therefore, it is important to maintain close contact between the industrial and political sides of the movement. The coming months would see Labour's greatest political adventure."

The Congress adopted a resolution noting alarm at the ill-effects in the manufacture of artificial silk upon the health of the workers and demanding the Home Office to investigate. There was also a resolution viewing with alarm the flotation of artificial silk companies with inflated capital as likely to lead to industrial depression.—Reuter.

## STOLEN ROPE.

### ALLEGED RECEIVER AT THE MAGISTRACY.

#### CASE ADJOURNED.

By careful investigations carried out by the police, the mystery attached to rope stealing from British and foreign vessels in the harbour has been cleared.

During the course of a search in Central district, a hawker informed the police that he had heard at a certain shop of a man collecting a sum of nearly \$100 from a marine dealer after talk about 'hemp rope'. The shop in question proved to be the Tak On Co. marine dealers, at No. 35, Tung Mun-street. In a raid engineered by the police, coils of rope were found that tallied with samples held by the Water Police.

No arrest was made, and Mr. W. Schofield, the magistrate at the Kowloon Court, ordered the rope to be restored to the rightful owners.

Last week a warrant for the arrest of Li Wing, alias Li Kiu, the marine store dealer in question, was issued, and this morning he appeared at the Kowloon Court on two charges, (a) of receiving 12 lengths of rope, knowing it to be stolen property, and (b) neglecting to enter particulars concerning the transaction in his book as required by his licence.

Mr. F. H. Loseby, for defendant, entered a plea of 'not guilty' to both charges.

He also applied for a remand until Sept. 13, as Mr. C.A.S. Russ was taking the case.

The defendant was on a \$2,000 bail and, in applying for a reduction of that amount, Mr. Loseby recalled the Chief Justice's remarks to the effect that a personal bond was better than hard cash in a case of bail.

Detective-Sergeant Fowle, for the prosecution, said the police had no objection to a personal bond.

## ECHO OF JAPANESE VISIT.

### FLEET STORES.

HEATED LEGAL ARGUMENT IN THE SUMMARY COURT.  
SINCERE'S CLAIM.

Heated argument as to what is and what is not permitted in re-examination of witnesses was heard in the Summary Court this morning when the case in which the Sincere Co., Ltd., claims the \$1,000 from Mr. T. Nakao, a Japanese merchant, came on for the third time.

A Chinese named Mr. Yuen, who admitted that he was also known to Japanese as Mui Chuen Tung, and who had given his evidence-in-chief at a previous hearing, was cross-examined by Mr. M. K. Lo, who appeared for the Sincere Co.

Then Mr. R. A. Wadson, for the defence, commenced re-examination. He handed witness the debit note from Sincere's. Lo objected, maintaining that he had not referred to the matter in cross-examination and that Mr. Wadson was not entitled to re-examine on the point. Mr. Lo argued that Mr. Wadson would be virtually re-cross-examining and Mr. Justice P. Jacks (Puisne Judge), who agreed with Mr. Lo, said that Mr. Wadson was practically repeating his examination-in-chief.

Another witness called by the defence was Mr. Osame, a Japanese curio dealer.

The claim, it may be remembered, arises out of the sale of goods by Sincere's to Mr. Nakao, who was in turn to supply the Japanese Fleet during its visit last April.

## MORE SNATCHING.

### THIEF MAKES OFF WITH ANOTHER LADY'S BAG.

#### SMART CAPTURE.

Mrs. Fuggles, the wife of a warder, was the victim of a snatching episode in Park-road last evening at about 6 o'clock.

The lady, who had been visiting a friend, was walking back to town when a thief snatched her handbag, which contained \$35 in money besides other small articles.

The thief ran down in the direction of Bonham-road followed by the lady. In Bonham-road, Revenue Officer Ward, who happened to come along on his motor cycle, took up the chase. The quarry tried to evade the officer by running down some steps to Hospital-road.

Mr. Ward parked his cycle and continued the chase, keeping the fugitive in sight until the latter was stopped by two students coming out of the Ellis Kadoro School.

When the thief appeared before Mr. R. E. Lindell at the Central Magistracy this morning, he admitted the charge, but on the application of the police, who wish to make some inquiries, the Magistrate remanded the thief in police custody until to-morrow morning.

## MR. GEO. A. DISS.

### DEATH OF AN OLD RESIDENT.

We regret to announce the death of Mr. George A. Diss, who passed away on September 2. Mr. Diss was well known in the Colony, having started a tailoring business here as far back as 1900. For years he was senior partner of Diss Brothers. The firm commenced business on the waterfront, afterwards moving to Wyndham-street and Des Voeux-road. Just before the war Mr. George Diss retired from the business which was then carried on by his brother, Mr. A. C. Diss, until two or three years ago when it was purchased by Messrs. Mackintosh Ltd. For the past few years the late Mr. Diss travelled up and down the Far Eastern route in the interests of a British Piecegoods firm.

## THE "CLAN LAMONT"

Port Elizabeth, Yesterday.  
The steamer "Clan Lamont" has her cargo in hold five between decks on the starboard side under water. The cargo in the lower hold will probably also be damaged.—Reuter.

## LOCAL PRESSMAN AS REFEREE.

### CLAN QUARREL.

STORY OF A FIGHT OVER AN OLD CANNON.  
PEACE TALK IN CHAPEL.

About thirty miles beyond the British frontier, in a Roman Catholic chapel which has been in disuse for the last twenty years, arbitrators have just settled a clan quarrel which portended bloodshed.

The dispute arose over the right to use a tower built in the old days for social purposes and now possessing a strategic advantage because it serves the double purpose of a fort and a lookout.

The village concerned is about three miles east of Nam She station, on the Canton-Kowloon Railway (Chinese section), this side of Sheklung. Three branches of a Wong family live in three villages which adjoin the sides of a large fish pond in the shape of a triangle.

## Balance of Power.

When the trouble arose, clan A, the aggrieved party, went to a neighbouring village to retrieve an obsolete muzzle-loading cannon which had been lent by them. An escort of fifty young braves, armed with German rifles of the 1860's was provided for the purpose. Clan B, not yet being embroiled in the dispute, but wishing to preserve the balance of power, sent out twenty raiders, armed with brand new Mauser and Luger pistols, and successfully ambushed the escort. There were no casualties.

While clan C and A argued for possession of the tower, clan B quietly returned the cannon to the village to which it had been previously loaned—and everybody was in the same position as before.

Elders of the village, in responsible positions in Hong Kong, were summoned home to act as arbitrators. The old Roman Catholic chapel, which had been built in pre-Republic days when the whole clan was in trouble following a fight with another village and the protection of foreign priests was valued was used as the meeting ground.

The status quo has been preserved. The peace pact was signed to-day in the presence of a local Pressman who acted as referee.

## DEPOSIT RECEIPT.

### SEQUEL TO ITS LOSS REPORTED TO POLICE.

#### MONEY PAID.

A Chinese named Wong Chak-kin, living at the South China boarding house, Connaught-road Central, reported to the police yesterday, that on January 28 this year he deposited the sum of \$287.18 with the Wai San native bank of Bonham-strand East prior to going to the country. On June 20, whilst in the country, he lost the deposit receipt. He came to Hong Kong on July 26 and reported the loss of the deposit at the bank. He was then informed that the receipt had been presented at the bank by a man named Cheuk Shu-ping on June 22 and the money paid to him.

## FROM CALIFORNIA.

### VISITORS' INVITATION TO FIRMS.

A party of visitors from California, passing through the Colony on the "President McKinley" on Monday, September 10, invite firms in Hong Kong to inspect an exhibition of Californian products which they have brought with them. The exhibition will take place in the tea room of the "President McKinley" between 4 and 6 p.m. on September 10.

## "RAIKO MARU" INCIDENT.

Peking, Yesterday.  
The "Raiko Maru" incident has been settled. The Chinese authorities have agreed to apologise, punish the guilty soldiers, pay Yen 2,000 compensation for damages and give an assurance for the protection of Japanese ships in future.—Reuter.

## THE AMERICAN AIR DERBY.

### PRIZES \$125,000.

FROM NEW YORK TO LOS ANGELES.  
A LARGE ENTRY.

New York, Yesterday.  
Started by a pistol fired by the Mayor of Los Angeles and transmitted over the Continent by telephone, telegraph and loud speaker, 37 aeroplanes left Roosevelt Field yesterday evening in class A Section of the National Air Derby which finishes at Los Angeles for prizes totalling \$125,000.

To-day's starters will make 17 stops en route and about 50 other contestants will start later in other sections in the contest. One section will have to make a non-stop flight.—Reuter's American Service.

## CHINA ACCEPTS.

### Adherence to Kellogg Pact.

#### Shanghai, To-day.

It is reported from Nanking that the Central Political Council of the Nationalist Government has decided that China will adhere to the Kellogg anti-War Pact.—Reuter.

## CATHOLIC CONGRESS.

### LOUD SPEAKERS AD IN CATHEDRAL PRECINCTS.

#### PAPAL BULL READ.

#### Sydney, Yesterday.

Loud speakers, installed in the courtyard of St. Patrick's Cathedral, lawns and adjacent parks, enabled the vast crowd of kneeling worshippers to follow the pontifical High Mass celebrated as a prelude to the opening of the Eucharistic Congress.

To-morrow Cardinal Cerretti will be enthroned. He presided at the service, a feature of which was the reading of the Papal Bull extolling the value of congresses helping towards a more perfect Christian life and a more frequent reception of the Blessed Sacrament.—Reuter.

## LOCAL RAIN.

### Another Typhoon Indicated.

West winds, moderate, fine at first, some rain later, is the forecast until noon to-morrow.

Pressure is high to the east of Japan and low over S. Manchuria.

The typhoon is crossing N. Formosa and threatening Foochow. There are indications of another typhoon in the neighbourhood of Guam.

The following telegram was received from the Manila Observatory at 10.15 a.m. to-day.

Manila; 6th 9.00 a.m. Typhoon in about 121 deg. Long. E. and 24 deg. Lat. N., moving N.N.W.

## LOAN FOR GREECE.

### \$75,000,000 FROM NEW YORK BANKERS.

#### FOR PRODUCTIVE PURPOSES.

#### Athens, Yesterday.

An agreement has been reached with the American banking firm, Messrs. Seligman, for a loan of \$75,000,000 to be applied to productive purposes in Greece.—Reuter.

## SINGAPORE DOCK.

#### Aden, Yesterday.

The Singapore dock left here to-day.—Reuter.

## TO-DAY'S DOLLAR.

The closing rate of the dollar on demand, to-day was 2/0 1/16.

## THE FLUX BETWEEN CAPITAL & LABOUR.

### RESEARCH WORKERS.

OPENING OF THE BRITISH ASSOCIATION'S MEETING.  
26 PAPERS BY WOMEN.

London, Yesterday.  
Twenty-six women are reading papers on the most diverse subjects at the meeting of the British Association, which opens at Glasgow to-morrow. One, namely Professor Dame Helen Gwynne Vaughan, is President of the Botany Section.

Sir William Bragg delivered his Presidential Address to-night, entitled "craftsmanship and science." He welcomed the increase of a new type of worker consisting of industrial research workers and was of opinion that with their facility they will have personal intercourse with employers and employed and supply each with a new interest and outlook on the whole enterprise. They were thus the flux which would make Capital and Labour run together. He pointed out that the most active modern industries in Britain were those founded on recent scientific research, for instance, electrical engineering, motor, aircraft, and chemical industries, which contrasted with the plight of coal, iron, steel and wool which, however, might be alleviated at a result of research.—Reuter.

## "REDS" IN INDIA.

### LETTER PUBLISHED BY GOVERNMENT.

#### London, Yesterday.

Roy has informed the London branch of the Indian National Congress that he did not write the letter attributed to him by the Government of India. The letter, published on August 17, is dated December 30, 1927, and is alleged to be from the Indian Communist, Roy, to the Central Committee of the Communist Party of India and the Indian workers and peasants, containing instructions as to pursuing an active Communist campaign in India.—Reuter.

## RUBBER INDUSTRY.

### DUTH GROWERS' DISCUSSION IN AMSTERDAM.

#### NO SPECIAL MEASURES.

#### Amsterdam, Yesterday.

The meeting of Dutch Rubber Growers lengthily discussed the report of the Rubber Committee and decided that special measures were not desirable in the present circumstances. They also decided that the Rubber committee should continue in existence in order to maintain connection with foreign interests.—Reuter.

## FOR NEW YORK.

### AVIATORS RETURNING FROM MORROCO TO PARIS.

#### ENGINE TROUBLE.

Paris, Yesterday.  
A telegram from Casablanca states that Anselmi and Lefevre have decided to return to Paris to have the engine overhauled before re-starting for New York.—Reuter.

## KOREA'S FLOODS.

### NEARLY 500 BODIES RECOVERED.

#### Tokyo, Yesterday.

Latest despatches from Seoul state that 482 bodies have been recovered and over 300 are still missing as a result of the floods which are ravaging the four northern provinces of Korea. 1,500 houses are reported to have been washed away, and 1,200 others have collapsed. The destruction of bridges and communications generally is hampering relief work.—Reuter.

## THE ARRIVAL OF THE L55.

### SILENT HOMAGE.

IMPRESSIVE SCENE AT PORTSMOUTH.  
FULL NAVAL HONOURS.

London, Yesterday.  
Silent homage was paid to-day, at Portsmouth, to the officers and men of submarine L55, which was sunk in Russian waters nine years ago. As is known, Russian authorities this spring located the submarine lying in deep water near Kronstadt and the bodies were conveyed in the British merchant ship "Truro" to Reval and there transferred to the British cruiser "Champion," which brought them to Portsmouth.

Four submarines of H class went out from Fort Block House Headquarters of the submarine flotilla to meet the "Champion."

Two of them took up positions on each side and, with their colours at half-mast, escorted the "Champion" to the harbour entrance, where they fell behind her.

Colours were also flown at half-mast by all naval vessels and shore establishments at the port and on merchant craft, and flags were lowered on most of the principal buildings in Portsmouth and Gosport.

The "Champion" made her way slowly to dock and drew alongside the South Railway Jetty, where she was berthed.

The work of transferring the coffins across the harbour to Block House began at sunset.

The bodies will lie in state at Fort Block House until Friday. Then they will be taken for burial to Haslar cemetery on gun carriages draped with Union Jacks. Blue jackets and a firing party will accord full naval honours at the funeral.—British Wireless Service.

All in One Grave.  
The 41 bodies of the crew of the British submarine L55 sunk by Russian shells in the Baltic in 1919 and recently raised by Soviet salvagers, arrived at Portsmouth aboard the light cruiser "Champion."

They were escorted by four submarines. The bodies will be interned in a common grave at Haslar Cemetery with full naval honours.—Reuter.

## COTTON TRADE.

### UP-TO-DATE INTERNATIONAL STATISTICS.

#### CHINA'S POSITION.

#### London, Yesterday.

According to statistics of the International Federation of Master Cotton Spinners and Manufacturers' Association the world cotton consumption for the year ended July 31 totalled 25,540,000 bales, a decrease of 341,000 compared with the previous year. For the six months ended July 31 the United States was the chief consumer with 3,180,000 bales, which was a considerable decrease. Great Britain came next with 1,385,000 bales compared with 1,621,000 for the previous six months.

The world's mill stocks in all kinds of cotton on July 31 totalled 4,787,000 bales compared with 5,407,000 bales at July 31, 1927. The world's cotton and spinning spindles for the half year ended July 31 totalled 165,103,000 compared with 164,979,000 the previous half year, of which Britain has 57,136,000, and the United States 35,542,000.

Finland was the only country in which short time was not worked during the six months. China had the greatest number of spindles stopped, Japan came next and England was fifth.—Reuter.

## U.S. NAVY.

### PRIZE IN THE DESIGN COMPETITION.

#### Washington, Yesterday.

The Goodyear Zeppelin Corporation of Akron, Ohio, has been awarded the highest prize of merit in the Navy's design competition for two dirigibles, each of 6 1/2 million cubic feet.—Reuter's American Service.

## CEYLON'S MILITARY CONTRIBUTION.

### PROPOSED CHANGE.

DEMAND FOR REPEAL OF AN ORDINANCE.  
THE FULL STORY.

A timely and interesting pamphlet entitled "Notes on the Military Contribution" has been published by the Straits Settlements (Singapore) Association. It has been written by Messrs. Palgrave Simpson, J. M. Milne and H. Dove and gives a full story of the method of military contribution established for the Colony, the new proposals put forward by the Colonial Office in the recent "secret dispatch," and the memorandum submitted by the unofficial members of Council in reply.

The memorandum presses for the repeal of the present ordinance and the payment for the next five years of an annual sum based on the average of the last five years' contributions immediately before the commencement of work on the Naval Base.

The pamphlet is given in full below.

The history of the contribution is important and, without knowing it, is impossible to appreciate the position properly. There is a valuable article on the subject in "One Hundred Years of Singapore" Volume 1, page 399.

The military contribution appears to have been originally a sum voted annually by the Legislative Council. In the year 1899 it was \$50,845, but in 1890, in addition to sums for barracks and military works, a contribution of \$100,000 was demanded. The vote was passed by the Official majority in Council all the Unofficials voting against it. It is said that one Official Member voted "Under compulsion, Aye," and so strong was the sympathy of the Unofficials in this matter that a resolution protesting and declaring that in no case should the Colony be called upon to pay more than half the cost of the garrison was passed nem con by the whole Council.—

(Continued on Page 7.)

## \$6,050 IN FINES.

### OPIUM TRAFFICKERS BEFORE THE MAGISTRATE.

#### QUEER TROUSERS POCKET.

There was quite a crop of opium cases in Mr. R. E. Lindell's Court at the Central Magistracy this morning, and fines totalling \$6,050 were imposed.

There were six defendants, and half of these were arrested on the Tai Hing wharf.

One man had a parcel containing 42 tins of opium which was found among his luggage as he landed from the s.s. "Anjou." He said that he had bought the drug at Wuchow.

A fine of \$3,000 or six months' hard labour was passed.

A second man, arrested on the Tak Hing wharf, had a tin containing 35 tins concealed in the false bottom of a leather bag. He was fined \$2,500 or six months.

The third man, arrested on the wharf had two tins concealed in a secret pocket of his trousers. The fine was \$150 or eight weeks.

Another man, who was arrested on the Yuen On wharf, employed a similar means for concealing 100 forged opium duty labels. The Magistrate ordered him to pay a fine of \$100 or go to jail for six weeks.

Two other men, who were arrested in Jubilee-street and Eastern-street respectively, had 14 tins and three tins of prepared non-Government opium. The former was fined \$100 or six weeks and the latter \$200 or two months.

The opium in each case was ordered to be confiscated.

An Army warrant has been issued for the apprehension of Private Charles William Bailey (23), a native of Sumatra, who deserted from the 1st Queen's Royal Regiment (Bhamshipo Camp) on Monday last.







**Manager**  
**Factory—Canton, Hong Kong Office,**  
**148, Queen's Road, West, 1st Floor.**  
**Telephone No. C. 3882.**



## DODWELL &amp; COMPANY, LTD.

FOR NEW YORK AND BOSTON via SUEZ.

## LLOYD TRIESTINO

FOR BRINDISI, VENICE AND TRIESTE (FIUME).  
REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE  
TAKING CARGO ON THROUGH BILLS OF LADING TO  
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK  
SEA AND DANUBE PORTS.

## REDUCED PASSAGE RATES.

BRINDISI, VENICE & TRIESTE ... \$72.10.0  
LONDON ... \$80.0.0.

## NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.  
From Hong Kong.

M.V. "REMO" ... Sails hence on or about 13th Sept.  
M.V. "VIMINALE" ... Sails hence on or about 11th Oct.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.  
From Hong Kong.

S.S. "VENEZIA" ... Sails hence on or about 20th Sept.  
M.V. "REMO" ... Sails hence on or about 16th Oct.

## NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO  
SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ... Sails from Calcutta Middle of Sept.  
Regular Passenger and Cargo Service to South African Ports.  
Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines apply to—

DODWELL &amp; CO., LTD., Agents.

Telephone Central 1030.

## N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES.

\$120, \$112, \$110, \$102, \$83, via San Francisco.  
\$8440, \$8420, via Japan and Seattle.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

SHINYO MARU ... Tuesday, 18th September.

SIBERIA MARU (Call Los Angeles) ... Tuesday, 2nd October.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via

Singapore, Penang, Colombo, Suez.

HAKONE MARU (Call Glasgow) ... Saturday, 8th September.

SUWA MARU ... Saturday, 22nd September.

SYDNEY & MELBOURNE via Manila & Port.

TANGO MARU ... Wednesday, 19th September.

AKI MARU ... Wednesday, 24th October.

BOMBAY via Singapore, Penang, & Colombo.

SADO MARU ... Tuesday, 11th September.

† NAGATO MARU ... Thursday, 27th September.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles.

Mexico & Panama.

BOKUYO MARU ... Saturday, 29th September.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Port.

KANAGAWA MARU ... Tuesday, 9th October.

NEW YORK AND BOSTON via PANAMA.

† TAKEUCHI MARU ... Tuesday, 11th September.

MAYBASHI MARU ... Monday, 24th September.

LIVERPOOL via Port Said, Geneva, Marseilles.

† LYONS MARU (Call Glasgow) ... Friday, 14th September.

† LIMA MARU (Call Glasgow) ... Sunday, 21st October.

CALCUTTA via Singapore, Penang & Rangoon.

† MURORA MARU ... Sunday, 9th September.

† MORIOKA MARU ... Tuesday, 18th September.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Friday, 21st September.

SHANGHAI, KOBE & YOKOHAMA.

† HAKODATE MARU (Moji direct) ... Sunday, 9th September.

HAKUSAN MARU ... Monday, 17th September.

†Cargo only.

Subject to alteration without notice.

For further information apply to—NIPPON YUSEN KAISHA.

Tel. Central No. 292 (Private exchange to all departments.)

SPECIAL SUMMER EXCURSION TICKETS ON SALE.

## O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore

Colombo, Suez and Port Said. Monday, 17th September.

AMAZON MARU ... Monday, 17th September.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,

Colombo, Durban & Cape Town. Saturday, 29th September.

HAWAII MARU ... Saturday, 29th September.

BOMBAY—Via Singapore & Colombo. Thursday, 20th September.

INDUS MARU ... Thursday, 20th September.

DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND

CHICAGO MARU ... Friday, 28th September.

CALCUTTA—Via Singapore, Penang and Rangoon.

TACOMA MARU ... Tuesday, 25th September.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Shanghai and

Japan ports. Monday, 18th September.

MELBOURNE—Via Manila, Brisbane & Sydney.

HAIKONG—Via Hong Kong & Pakhoi. Thursday, 13th September.

MENADO MARU ... Thursday, 13th September.

NEW YORK—Via Japan ports, San Francisco & Panama.

ARGON MARU ... Thursday, 20th September.

JAPAN PORTS

AMUR MARU ... Friday, 14th September.

KEELUNG—Via SWATOW & AMOY

HOZAN MARU ... Sunday, 9th Sept. Noon.

KALJO MARU ... Sunday, 10th September noon.

TAKAO—Via SWATOW & AMOY

TAKAO & KEELUNG

SANUKI MARU ... Sunday, 10th September

For further particulars please apply to—OSAKA SHOKEN KAISHA

Tel. Central No. 4655, 4656, 4657.



## SHIPPING SECTION.

## S.S. "LEVERKUSEN."

SHIP WITH NEW ENGINE  
DESIGN.

## FAR EAST TRADE.

Local shipowners and engineers will both have a special interest in the s.s. "Leverkuseu," which was completed by the Deutsche Werft for the Hamburg-Amerika Line last month, for she is the first of the five vessels which the Hamburg-Amerika Line are building expressly for their Far Eastern trade to Colombo, Singapore, Hong Kong, Chinese and Japanese ports. They are of a new type having accommodation for 24 passengers.

## Interesting Design.

In the second place, the s.s. "Leverkuseu" and two of the sister ships are propelled by A.E.G.-Hesselman double-acting two-stroke engines, which are the first of this design and the first double-acting two-stroke motors

## NEW VESSELS.

N.Y.K. LINE SPENDING  
\$8,000,000.

## ORDERS PLACED.

Mr. Ohtani, the managing director of the Nippon Yusen Kaisha, is making a world tour, and whilst he was in London last month Mr. J. B. Blair, manager of the company in London, presided at a luncheon on board one of the company's liners.

During the course of a speech, Mr. Ohtani pointed out that the Nippon Yusen Kaisha were spending \$8,000,000 on new construction, which included three motor ships for the San Francisco service, three for the Seattle service, one for trade to South America, and two for European service—all motor vessels.

Mr. Ohtani added: "I have often been asked what I think of the motor ship, and my answer lies in what I have said in regard to orders placed."

## NEW I.M.M. LINER.

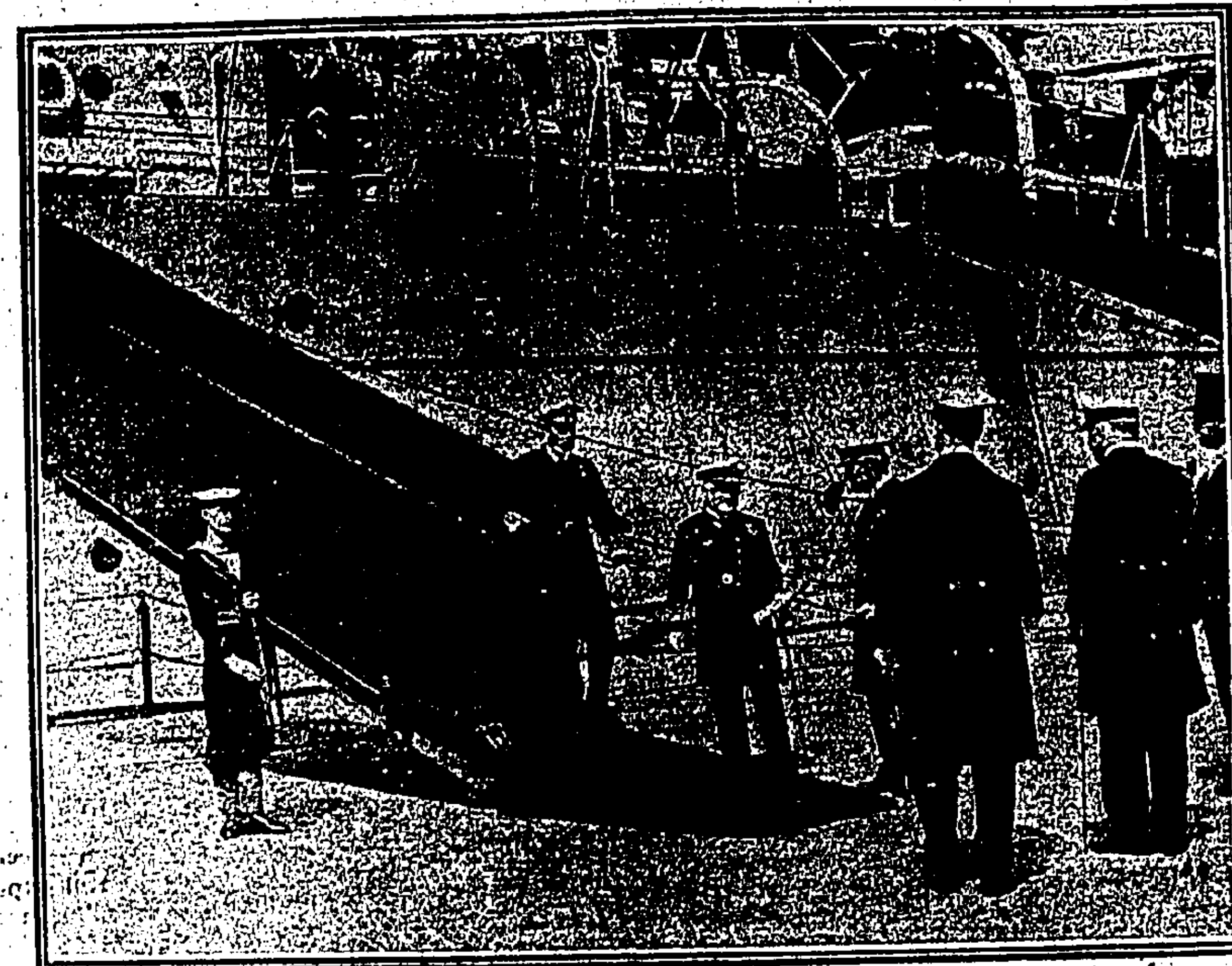
THIRD TURBO-ELECTRIC  
SHIP ORDERED.

35,000 TONS DISPLACEMENT.

A contract for the construction of a third turbo-electric liner of the same type as the California and Virginia has been signed by the International Mercantile Marine Co. The vessel, like her two predecessors, is to be built by the Newport News Shipbuilding and Dry Dock Co., and is to be delivered in December, 1929, or January, 1930.

"While these three vessels have been planned especially for the Panama Pacific Line service, operating between New York and San Francisco and Los Angeles," said Mr. P. A. S. Franklin, president of the International Mercantile Marine, according to New York advices, they are also suitable for any other trade, and will be particularly useful in time of national emergency from the military point of view.

"The new vessel will be slightly larger than the California. She will be 612 feet over all, 83 feet beam, and 35,000 tons displacement. She will have a speed of eighteen knots, and will be able to make the run between New York and California in less than two weeks. The "Virginia,"



KING GEORGE AT PORTSMOUTH.—H.M. the King of Great Britain recently visited Portsmouth. Our picture shows His Majesty coming ashore from the "Canberra."—(Topical Tse Chailin).

to utilize airless injection of fuel. The remaining four ships are the s.s. "Duisburg," "Burgeland," "Kummerland" and "Sauerland," all of which will be placed in commission before the end of the present year.

## Dimensions.

The length of the s.s. "Leverkuseu" is 460 feet, the beam 60 feet and the depth 34 feet 4 inches, the deadweight capacity being 10,000 tons and the gross tonnage 7,300. The vessel is provided with a large amount of refrigerated space, and in the design is extremely well planned. There are twelve cabins, each with two berths, and a comfortable dining-room and smoking-room are provided. This represents something of a novelty for cargo ships trading to the Far East, although the plan has been adopted considerably for vessels engaged on services to North America.

## Double-Acting.

The vessel is fitted with the A.E.G.-Hesselman two-stroke double-acting engine. The first unit is a six-cylinder motor. The bore and stroke are 700 mm. and 1,200 mm. respectively, and it develops 4,500 h.p. at 90 r.p.m., but is capable of running up to 120 r.p.m. with a corresponding output of 6,000 h.p. The normal speed of the vessel when fully loaded is about 19½ knots.

The auxiliary installation is almost equally interesting, since it comprises four four-cylinder single-acting engines built by the A.E.G. but also employing the Hesselman system of fuel injection. Each is designed to develop 800 r.p.m., being coupled to a 200 kw. dynamo.

The guaranteed fuel consumption of the propelling and auxiliary engines is 0.375 lb. per h.p.-hour.

As the result of a collision between the steam launch "Perla" of the Hong Kong Tung and Lighter Company and Water Boat No. 2, the starboard of the former was damaged, while the latter's bow was twisted.

## MOVEMENTS OF STEAMERS.

The B.L. s.s. "Takada" left Singapore for this port on Sept. 1 p.m., and is due here to-morrow at 7 a.m.

The B.L. s.s. "Tilawa" will leave Amoy for this port on Sept. 7, and is due here on Sept. 8 p.m.

The Ben Line s.s. "Beauveue" from Middlesbro', Antwerp, London and Straits left Singapore for this port on Sept. 8 and is due to arrive here on Sept. 9.

The Dollar liner, "President Wilson" will arrive here on Saturday, September 8 at 7 a.m. and continue her voyage Round-the-World, via Manila, Straits, etc., on Sunday, September 9 at 8 a.m.

The American Mail liner "President McKinley" is scheduled to sail from Manila on Saturday, Sept. 8 at 4 p.m. and will arrive here on Monday, Sept. 10 at 7 a.m. This steamer will leave on Tuesday, Sept. 11 at 7 a.m. for San Francisco and Los Angeles, via Shanghai, Japan and Honolulu.

The American Mail liner "President Jefferson" sailed from Kobe yesterday en route for Hong Kong and Manila via Shanghai. She is due to arrive here on Monday, Sept. 10 and will sail for Manila on Tuesday, Sept. 11 at 6 p.m.

The C.P.S. R.M.S. "Empress of Asia" (from Manila), Capt. A. J. Hosken, R.N.R., is due here at 6 p.m. on Sept. 9, and will berth at Pier No. 5 Kowloon Wharf. She will leave here for Victoria and Vancouver, B.C., via Shanghai, Nagasaki, Kobe and Yokohama at Noon on Sept. 12.

The M.V. "Remo" (D. & Co.) sailed from Karachi on August 23 and is expected here on September 13.

The American Mail liner "President Grant" is scheduled to leave Yokohama to-morrow for Hong Kong and Manila, via Kobe and Shanghai. This steamer will arrive here on Friday, Sept. 14 p.m. and will sail for Manila at 6 p.m. on Saturday, Sept. 15.

The M.V. "Toldo" (D. & Co.) sailed from Norfolk on July 29, and is due in Hong Kong on Sept. 24.

The A.L. "Benares" (Swedish East Asiatic Co., Ltd.) left Southampton on August 26 and is due here on 1st October.

## CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC  
TO VICTORIA & VANCOUVER.

17 Days Hongkong-Vancouver, 14 Days Shanghai-Vancouver.  
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

| STEAMERS           | Hong Kong | Shanghai | Kobe     | Yokohama | Vancouver |
|--------------------|-----------|----------|----------|----------|-----------|
| EMPERESS OF ASIA   | Sept. 12  | Sept. 15 | Sept. 18 | Sept. 20 | Sept. 22  |
| EMPERESS OF CANADA | Oct. 3    | Oct. 8   | Oct. 10  | Oct. 11  | Oct. 12   |
| EMPERESS OF RUSSIA | Oct. 24   | Oct. 27  | Oct. 30  | Oct. 31  | Nov. 1    |
| EMPERESS OF ASIA   | Nov. 7    | Nov. 10  | Nov. 13  | Nov. 15  | Nov. 16   |
| EMPERESS OF FRANCE | Nov. 28   | Dec. 1   | Dec. 4   | Dec. 6   | Dec. 7    |
| EMPERESS OF RUSSIA | Dec. 12   | Dec. 15  | Dec. 18  | Dec. 20  | Dec. 21   |
| EMPERESS OF ASIA   | Jan. 16   | Jan. 19  | Jan. 22  | Jan. 24  | Jan. 25   |
| EMPERESS OF FRANCE | Feb. 6    | Feb. 9   | Feb. 12  | Feb. 14  | Feb. 15   |
| EMPERESS OF RUSSIA | Feb. 27   | Mar. 2   | Mar. 5   | Mar. 7   | Mar. 8    |
| EMPERESS OF ASIA   | Mar. 13   | Mar. 16  | Mar. 19  | Mar. 21  | Mar. 22   |
| EMPERESS OF FRANCE | Apr. 3    | Apr. 6   | Apr. 9   | Apr. 11  | Apr. 12   |

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

## Special Round-Trip Summer Fares.

From Hong Kong to SHANGHAI and return ... H.K. \$120.00  
" " " NAGASAKI " " ... H.K. \$155.00  
" " " KOBE " " ... H.K. \$210.00  
" " " YOKOHAMA " " ... H.K. \$235.00

Tickets sold at above Rates will be valid for Return Passages up to 3 Months from Date of Issue. Final Limit of Sale 21st SEPTEMBER, 1928.

## HONG KONG—MANILA SERVICE.

| Leave Hong Kong | Arrive Manila | Leave Manila       | Arrive Hong Kong |
|-----------------|---------------|--------------------|------------------|
| Sept. 25        | Sept. 27      | EMPERESS OF CANADA | Sept. 28         |
| Oct. 16         | Oct. 18       | EMPERESS OF RUSSIA | Oct. 19          |

## CANADIAN PACIFIC EXPRESS

TRAVELLERS CHEQUES

PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C.752 Cables: "GACANPAC."  
Freight and Express: Tel. C. 42 Cables: "NAUTILUS."

## BRITISH WUCHOW LINE

SEPTEMBER SAILINGS.

DEPARTURE HOURS: Hong Kong 5.30 p.m. Wuchow 2.00 p.m.

S.S. "TAI HING"

[1,008 tons—Capt. O. B. Wilks.]

SEPTEMBER.

FRI. 7th SUN. 23rd

WED. 12th FRI. 29th

MON. 17th

S.S. "TAI MING"

[649 tons—Capt. G. J. Spink.]

SEPTEMBER.

MON. 10th FRI. 21st

SUN. 16th WED. 26th

For information apply to—

KWONG WING Co., Ltd.

87, Connaught Road West, Phone: Central 893.

## American Express Travellers Cheques

"Sky-blue" in colour, these Cheques give travellers the fullest protection against the loss or theft of their travel funds. They are spendable and acceptable everywhere. For more than 36 years travellers the world over have found personal service and financial security thru their use.

Issued in G.\$10, G.\$20, G.\$50, G.\$100, and  
£5 and £10 denominations—bound in a small  
handy wallet—and cost only ¾ of 1 per cent.

Secure your steamship tickets, hotel reservation and  
itineraries; or plan your cruise or tour through

THE AMERICAN EXPRESS CO., INC.

4, DES VOEUX ROAD, CENTRAL,  
Hong Kong.

## BANK LINE LTD.

AGENTS FOR

ELLERMAN &amp; BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM &amp; CONTINENT

S.S. "CITY OF KHARTOUM" Havre, London, Rotterdam, Hamburg &amp; Glasgow 24th September.

S.S. "CITY OF DELHI" Havre, London, Rotterdam &amp; Hamburg 24th October.

S.S. "CITY OF GLASGOW" Havre, London, Rotterdam &amp; Hamburg 17th November.

S.S. "CITY OF MOBILE" London, Rotterdam &amp; Hamburg 9th December.

BOSTON, NEW YORK &amp; BALTIMORE

S.S. "CITY OF WELLINGTON" via Suez Canal 6th October.

S.S. "CITY OF KHOS" via Suez Canal 26th October.

S.S. "CITY OF PERTH" via Suez Canal 30th November.

ALSO AGENTS FOR

ANDREW WEIR &amp; CO.

SERVICES TO

BOSTON, NEW YORK &amp; CUBAN PORTS

S.S. "MYRTLEBANK" via Suez Canal 5th September.

S.S. "BIRCHBAK" via Suez Canal 15th October.

MAURITIUS &amp; SOUTH AFRICA

S.S. "TINHOW" 15th November.

Loading for Mauritius, Beaufort, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth),

Mozambique Bay, and Capetown.

Through Bills of Lading issued to Beira, Gullman, Port Amelia, Mozambique, China,

Mombasa, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and

Mauritius.

For further particulars apply to any of the above lines apply to—

THE BANK LINE, LTD.



# P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,  
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,  
AUSTRALASIA, INCLUDING NEW ZEALAND AND  
QUEENSLAND PORTS, AND RED SEA, EGYPT,  
CONSTANTINOPLE, GREECE, LEVANTINE  
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

| S. S.     | Tons   | From<br>Hong Kong | Destination                        |
|-----------|--------|-------------------|------------------------------------|
| *KALYAN   | 9,144  | 15th Sept.        | Marselles, London, Antwerp & Hull. |
| *KASHGAR  | 9,005  | 29th Sept.        | Marselles, London, Antwerp & Hull. |
| *KIRZAPOR | 9,715  | 13th Oct.         | Marselles & Bombay.                |
| *KOREA    | 10,053 | 13th Oct.         | Marselles & London.                |
| *KIRIVA   | 9,135  | 27th Oct.         | Marselles, London & Hull.          |

†Cargo only.

\*Calls Casablanca.

Frequent connection from Port Said for Passengers and Cargo to  
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the  
Khedival Mail Steamship Co.

## BRITISH INDIA-APCAR SAILINGS.

|          |        |            |                               |
|----------|--------|------------|-------------------------------|
| TILAWA   | 10,086 | 10th Sept. | Singapore, Penang & Calcutta. |
| *KAMBADA | 5,307  | 20th Sept. | Singapore, Penang & Calcutta. |
| *KAKADA  | 6,049  | 1st Oct.   | Singapore, Penang & Calcutta. |
| TALAMBA  | 8,018  | 13th Oct.  | Singapore, Penang & Calcutta. |
| TALMA    | 10,000 | 19th Oct.  | Singapore, Penang & Calcutta. |

\*Cargo only.

B.I. Apcar Line steamers have excellent accommodation for 1st  
and 2nd class passengers. All steamers are fitted with wireless and  
carry a qualified surgeon.

## EASTERN &amp; AUSTRALIAN SAILINGS (South).

|            |       |            |                                    |
|------------|-------|------------|------------------------------------|
| ST. ALBANS | 4,500 | 28th Sept. | Manila, Sandakan, Thursday Island, |
| ARAFURA    | 6,356 | 7th Nov.   | Townsville, Brisbane, Sydney &     |
| TAKADA     | 6,000 | 2nd Nov.   | Melbourne.                         |
| ST. ALBANS | 4,500 | 28th Dec.  |                                    |

Regular monthly sailings from Hong Kong to Japan and Hong Kong to  
Australia.  
The E. & A. S. S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu,  
Kolumbugan, Tawao, Timor, Darwin, or other ports en route as inducement  
offers.

Frequent connections from Australia with the following:—  
The Union S.S. Company's steamers to the United Kingdom via New  
Zealand, Vancouver, San Francisco, etc.  
The P. & O. Royal Mail steamers to London via Suez Canal.  
The P. & O. Branch Service of steamer to London via the Cape.  
The New Zealand Shipping Company's steamers for Southampton and  
London via Panama Canal.

## SAILINGS TO SHANGHAI &amp; JAPAN.

|            |        |            |                                     |
|------------|--------|------------|-------------------------------------|
| ST. ALBANS | 4,500  | 6th Sept.  | Moji, Kobe & Yokohama.              |
| TAKADA     | 6,049  | 9th Sept.  | Amoy, Shanghai, Moji, Kobe & Osaka. |
| MOREA      | 10,053 | 14th Sept. | Shanghai, Moji, Kobe & Yokohama.    |
| TALAMBA    | 8,018  | 17th Sept. | Amoy, Moji, Kobe, Yokohama & Osaka. |
| *LAHORE    | 5,252  | 25th Sept. | Shanghai, Moji, Kobe & Yokohama.    |
| *KIRIVA    | 9,135  | 28th Sept. | Shanghai, Moji, Kobe & Yokohama.    |
| TALMA      | 10,000 | 28th Sept. | Amoy, Moji, Kobe & Osaka.           |

\*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at  
Singapore while awaiting the on-carrying steamer.

All cabins are fitted with Electric Fans free of charge.  
Steamers on London and Australian Lines are fitted with Laundries.  
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received  
at the Company's Office up to Noon on the day previous to sailing.

For further information, Passages, Freight, Handbooks, etc., apply to:—

MACKINNON, MACKENZIE &amp; CO.

P. &amp; O. Building, Connaught Rd. C., HONG KONG. Agents.

## BOSTON, NEW YORK &amp; BALTIMORE.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE.

(OCEAN S.S. CO., LTD. &amp; CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN &amp; MANCHURIAN LINE.

(ELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONG KONG.

|                           |                |            |
|---------------------------|----------------|------------|
| S.S. "PHENIX"             | Via Suez Canal | 21st Sept. |
| S.S. "CITY OF WELLINGTON" | Via Suez Canal | 5th Oct.   |
| S.S. "AGAPENOR"           | Via Suez Canal | 17th Oct.  |
| S.S. "CITY OF KHOS"       | Via Suez Canal | 20th Oct.  |
| S.S. "PYRRHUS"            | Via Suez Canal | 16th Nov.  |
| S.S. "CITY OF PERTH"      | Via Suez Canal | 30th Nov.  |

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

Subject to change without notice.

For Freight and particulars apply to:—

BUTTERFIELD &amp; SWIRE or THE BANK LINE, LTD., Hong Kong.

Hong Kong &amp; Canton: JARDINE, MATHISON &amp; CO., LTD., Canton.

## LOCAL SHIPPING.

TO-DAY'S ARRIVALS AND DEPARTURES.

## A BIG LIST.

Hai Ching (1267) British, from  
Foshow, Amoy—Douglas S.S. Co.:—  
253 passengers, 600 tons general  
cargo for Hong Kong.

Szechuen (1495) British, from  
Shanghai, Swatow—B. & S.:—45  
passengers, 750 tons general cargo  
for Hong Kong, 600 tons (through).

Seistan (1671) British, from  
Singapore, Holhow—Foo Nam  
Navigation Co.:—906 passengers,  
600 tons general cargo for Hong  
Kong, 3 tons (through).

Linan (1356) British, from  
Shanghai, Amoy—B. & S.:—63 pas-  
sengers, 260 tons general cargo for  
Hong Kong, 600 tons (through).

Yunnan (1206) British, from  
Canton—B. & S.:—600 tons gen-  
eral cargo (through).

Kueichow (1220) British, from  
Canton—B. & S.:—3 passengers,  
106 tons general cargo for Hong  
Kong, 108 tons (through).

Tonkin (997) French, from Hai-  
phong—Mackinnon Mackenzie:—  
99 passengers, 800 tons general  
cargo for Hong Kong.

Kathe (906) German, from Can-  
ton—Kwong Mow Tai.

Prosper (1376) Norwegian, from  
Svignon—K. Darsen & Co.:—264  
passengers, 2,300 tons general cargo  
for Hong Kong.

Shu Hing (114) Chinese, from  
Macao—Hoo Hing S.S. Co.:—30  
tons general cargo for Hong Kong.

Tak Hing (105) Chinese, from  
Autau—Fook Hoi Co.:—67 pas-  
sengers, 3 tons general cargo for Hong  
Kong.

## Departures.

For Swatow:—Yat Shing,  
Cremor.

For Macao:—Shu Hing.

For Saigon:—Grelstone.

For Canton:—Szechuen, Linan,  
Hung On.

For Singapore:—Myrtlebank.

For K. C. Wan:—Chung Kong.

For Takao:—Ankai Maru.

For Manila:—Empress of Asia.

For Autau:—Tak Hing.

For Brisbane:—Madras Maru.

For Shanghai:—Orestes.

For Hoihow:—New Mathilde.

Kwei Yang.

For Muntok:—Tjisaraen.

## Clearance.

For Swatow:—Deli Maru, Yun-  
nan.

For Newchwang:—Kathe.

For Saigon:—Soliven.

## Arrivals. Departures. In

British 6 9 23

Japanese 0 2 3

Norwegian 1 0 8

Chinese 2 4 12

Dutch 0 2 4

French 1 0 4

German 1 0 1

American 0 0 1

Danish 0 0 1

Portuguese 0 0 2

11 17 59

## CONSIGNEES' NOTICE.

Consignees of Cargo ex s.s.  
"Bengloe" are reminded to take  
delivery of their goods which will  
be subject to rent after Sept. 10.

A passenger junk which collided  
with the steam launch "Kwong  
Yat" inside the Yaumati Shelter at  
11.30 p.m. on Tuesday, overturned.  
Fortunately there was no loss of  
life and only minor damage was  
done.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS,  
LIMITED.

From MIDDLESBROUGH, LONDON,  
STRAITS AND PHILIPPINES.

THE Steamship  
"BENGLOE"

Consignees of Cargo are hereby  
informed that all Goods are being  
landed at their risk into the haz-  
ardous and/or extra hazardous. Go-  
downs of The Hongkong and Kow-  
loon Wharf and Godown Co., Ltd.,  
whence, and/or from the wharves,  
delivery may be obtained.

No claims will be admitted after  
the goods have left the godowns,  
and all goods remaining undeliv-  
ered after the 30th inst. will be  
subject to rent.

All claims against the steamer  
must be presented to the Under-  
signed on or before the 24th  
inst. or they will not be recognised.

All broken, chafed, and damaged  
goods are to be left in the Go-  
downs, where they will be examined  
on the 8th inst. at 10 a.m. by  
Messrs. Goddard & Douglas.

No Fire Insurance has been  
effected.

Bills of Lading will be counter-  
signed by the Under-Signed.

GIBB, LIVINGSTON & CO., LTD.

Hong Kong, and Sept. 1928.

## KAIPING HOUSEHOLD COAL

In Lots of not

less than

1/2-ton:—

Delivered to

Peak District

(above Bowen

Road),

per ton.

Delivered to

Bowen Road

and Lower

Levels,

per ton.

Delivered to

P. &amp; O. Road,

per ton.

Delivered to

Kowloon, \$19.00

per ton.

THE KAILAN MINING ADMINISTRATION.



THE KAILAN MINING ADMINISTRATION.

Head Office:—TIENTSIN.

DODWELL &amp; CO., LTD., Agents, Hong Kong.

Orders should

be sent in writ-

ing, at least 24

hours before

the Coal is re-

quired.

All orders

must be accom-

panied by Cash,

Cheque, or

Comprode

Order payable

to "The Kailan

Mining Ad-

ministration."

## CLYDE FOREMEN.

"GOODWILL" ESSAY  
PRIZES.

Investigating the best methods  
of promoting an effective spirit  
of co-operation among the three  
partners in industry—capital,  
management, and labour—the  
Glasgow and West of Scotland  
Association of Foremen Engin-  
eers and Draughtsmen promoted  
an essay competition on the sub-  
ject of "Goodwill in Industry,"  
and offered prizes for the most  
practical papers submitted. The  
result of the competition is now  
announced, and the prize winners  
are as follow:—

First prize (100 gs.)—J. G.  
Pearce, 18, Paradise-lane, Hall  
Green, Birmingham.

Second prize (50 gs.)—Robert  
Allen, 232, Keppochhill-road,  
Springburn, Glasgow.

Third prize (10 gs.)—Divided  
between J. Williamson, Craig-  
neish, Fallside-road, Bothwell,  
and John Butler, 13, Lochend-  
road, Gartoch.

A further prize of 10 gs. was  
offered for the best paper written  
by a member of the association,  
and this has been won by Alan  
Andrews, 45, Dalnair-street, Glas-  
gow.

Altogether 94 competitors sent  
in papers, and these were submit-  
ted to a tribunal consisting of Sir  
Archibald Denny, Bart., LL.D.,  
Dumbarton, Mr. J. T. Brownlie,  
president of the Amalgamated

Engineering Union, and Mr. John  
Holloway, member of the associa-  
tion. After careful scrutiny ten  
papers were selected for a further  
examination before the prizes  
were awarded. These papers  
were carefully compared in the  
light of the conditions governing  
the competition, and the adjud-  
icators came to unanimous find-  
ings.

In announcing the awards the  
adjudicators report that many  
valuable suggestions for the pro-  
motion of goodwill in industry  
have been made by the contribu-  
tors, and these, no doubt, will be  
of considerable service to the as-  
sociation's committee in prepar-  
ing their report. The papers  
form part only of the information  
at the disposal of the committee,  
as they have gathered together  
from many sources, and particu-  
larly from their own members,  
practical ideas which they have  
at present under consideration.  
The prizes were to be presented  
by the Lord Provost of Glasgow in  
the City Chambers on September  
4.

## PASSENGER LIST.

## DEPARTURES.

Passengers who left Hong Kong  
by the s.s. "Empress of Asia"  
were:—

Mr. and Mrs. P. Auzmendi, Mr.  
and Mrs. B. Aket, Mr. Y. S. An,  
Mr. J. J. R. Ayala, Mrs. J. K.  
Bourges, Miss L. C. Bourges,  
Lieut. J. E. M. Bland, Mr. and Mrs.  
A. H. Bishop, Mr. Cheong Wing,  
Mr. Chan Yan-yau, Mr. Chao Pau,  
Mstr. Chau Gon, Mr. Chow Lim,  
Mr. Cheong Sin-choy, Miss M.  
Chin Suk-sun, Mrs. Choy See, Mr.  
Choo Tin, Mr. Chee Ng, Mr. P. C.  
Chan, Mr. Y. T. Chan, Mr. N. N.  
Chan, Mr. P. Chan, Mr. C. W.  
Chan, Mr. H. H. Chow, Mr. D. T.  
Choo, Mr. G. G. Crossman, Mr. H.  
Eoyang, Mr. A. R. Forbes, Miss  
Anne Grill, Mr. Han Sang, Mrs.  
Haan She, Mrs. Lim Hoo, Mr.  
K. K. Hu, Mr. K. Hata, Mr. H.  
Honjo, Mrs. E. L. Howard, Mr.  
and Mrs. C. B. Hawley, Miss E.  
Hawley, Mstr. K. Jorgenson, Mstr.  
L. Jorgenson, Mrs. Kwán She,  
Mstr. Kuan, Hong, Miss Kuan  
Chen, Miss Kuan Tong, Mr. Kui  
Hea-san, Miss Lee May, Mr. Kuan  
Low, Mr. Lee Hing, Mr. Lim Uy-  
kong, Mr. L. S. Leung, Mr. S. W.  
Lee, Mr. W. T. Lee, Mr. K. L.  
Liang, Mr. R. Latorio, Mr. T.  
Mijimal, Mr. and Mrs. T.  
Matsumoto, Mr. F. Mats, Miss M.  
Matsumoto, Mr. F. Mats, Miss M.

## President Liner

### SAILINGS

## Weekly Trans-Pacific Service

To San Francisco and Los Angeles.

The Sunshine Belt via Honolulu.

Fortnightly sailings on Tuesdays.

Pres. McKinley ..... Sept. 11th, at 7 a.m.

Pres. Grant ..... Sept. 25th.

Pres. Cleveland ..... Oct. 9th.

Pres. Jackson ..... Oct. 23rd.

To Seattle and Victoria.

The Short, Straight Route to America.

Fortnightly sailings on Tuesdays.

Pres. Jefferson ..... Sept. 18th.

Pres. Lincoln ..... Oct. 2nd.

Pres. Madison ..... Oct. 16th.

Pres. Jackson ..... Oct. 30th.

£120, £112 Special through rates to Europe via United States.  
Direct connections with all Atlantic lines. Choice of  
rail lines across United States and Canada, liberal stop-over privileges for  
sight-seeing.

## Europe and New York Direct

ROUND THE WORLD.

Fortnightly sailing on Sunday via Manila, Straits, Colombo, Suez Canal,  
Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. Wilson ..... Sept. 9th 8 a.m. Pres. Polk ..... Oct. 21st 8 a.m.  
Pres. V. Buren Sept. 23rd 8 a.m. Pres. Madison ..... Oct. 5th 8 a.m.  
Pres. Lincoln ..... Sept. 27th 8 a.m. Pres. Pierce ..... Oct. 13th 8 a.m.

## To Manila

Pres. Jefferson Sept. 11th 6 p.m. Pres. Cleveland Sept. 28th 6 p.m.  
Pres. Grant ..... Sept. 15th 6 p.m. Pres. Madison ..... Oct. 5th 6 p.m.  
Pres. Lincoln ..... Sept. 23rd 6 p.m. Pres. Pierce ..... Oct. 13th 6 p.m.

For Bookings, Passenger and Freight Information apply to  
Hong Kong and Shanghai Bank Building, Ground Floor.

Telephone Central 2477, 2478 and 705

Cable Address "Dollar."

CANTON BRANCH—304 Ka Naam Tong Building.

## SPECIAL ROUND-TRIP SUMMER FARES.

From Hong Kong to Shanghai and return .H.K. \$120.00

From Hong Kong to Kobe and Return.....H.K. \$210.00

From Hong Kong to Yokohama and Return...H.K. \$235.00

Round-trip Tickets at the above rates will be sold until  
September, 21st, and will be valid for return passage up  
to Three months from date of issue.

## American Mail Line

### Dollar Steamship Line

## THE KWONG HIP LUNG CO. LTD.

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and  
IRON FOUNDERS. All work done in this establishment is guaranteed.  
We have over thirty years' experience. We own two slipways and can  
accommodate any craft of 200 feet long.

Town Office: 64, Connaught Road Central, Hong Kong, Tel. Central No. 459.  
Shipyard: Sham-Sui-Po, Kowloon, Hong Kong. Tel. Kowloon No. 9.  
Estimates furnished on application.

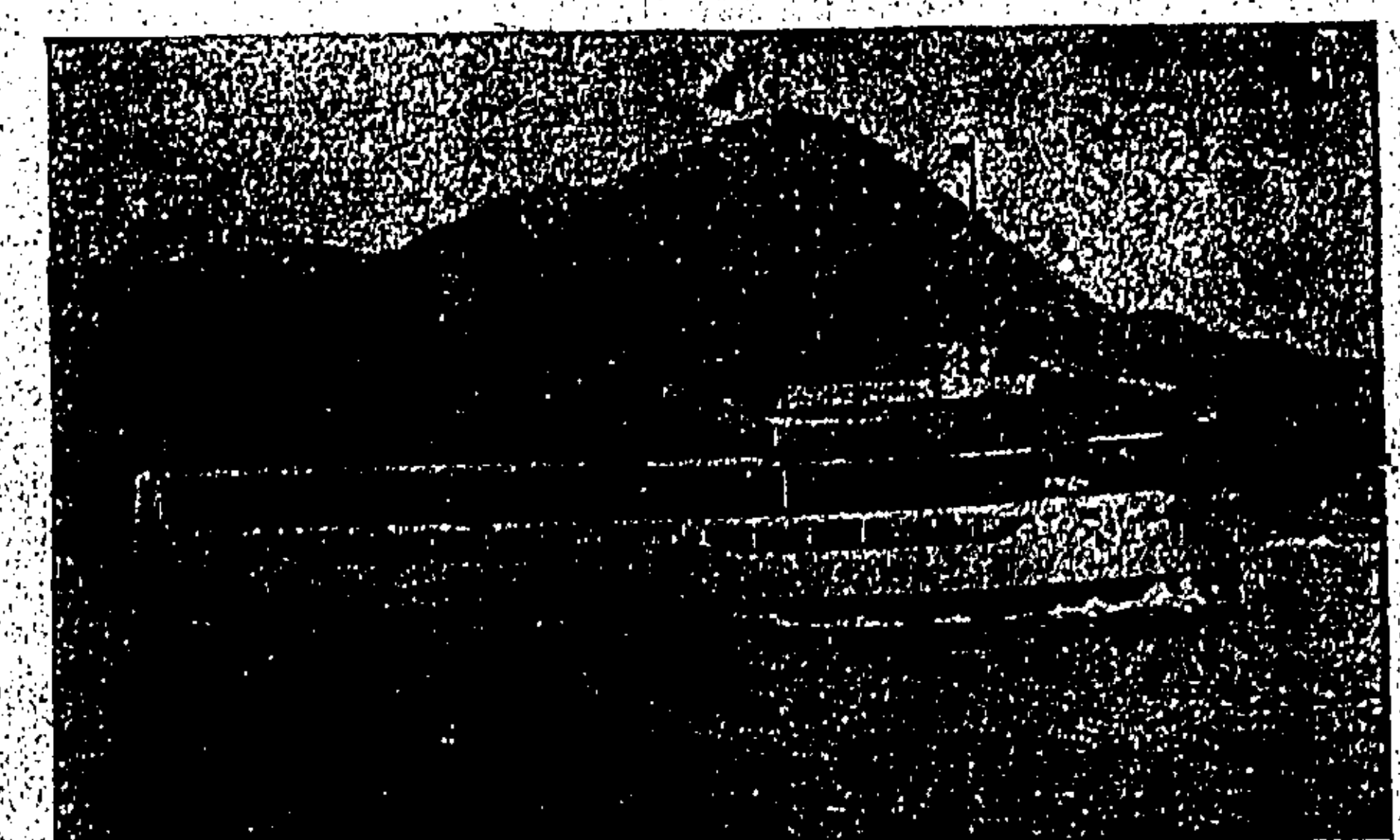
Hong Kong, April 1, 1924.

## THE HONGKONG &amp; WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition;  
Western Union and Walkins.

DOCK OWNERS, SHIP BUILDERS, MARINE AND LAND ENGINEERS, BOILER  
MAKERS, IRON AND BRASS FOUNDERS, FORGE MASTERS,  
ELECTRICIANS.



Single Screw Steel Passenger and Cargo Motor Vessel, "P. ABOLITZ."

134' 0" B.P. x 27' 0" Mid. x 11' 2" Mid. Built to the order of Messrs.

Abolitz Inc., Cebu, for Philippine Inter-Island Service.

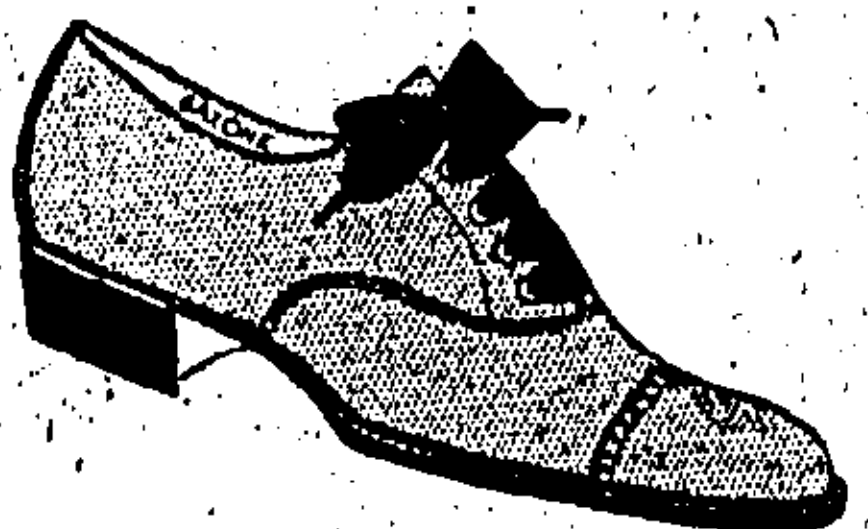
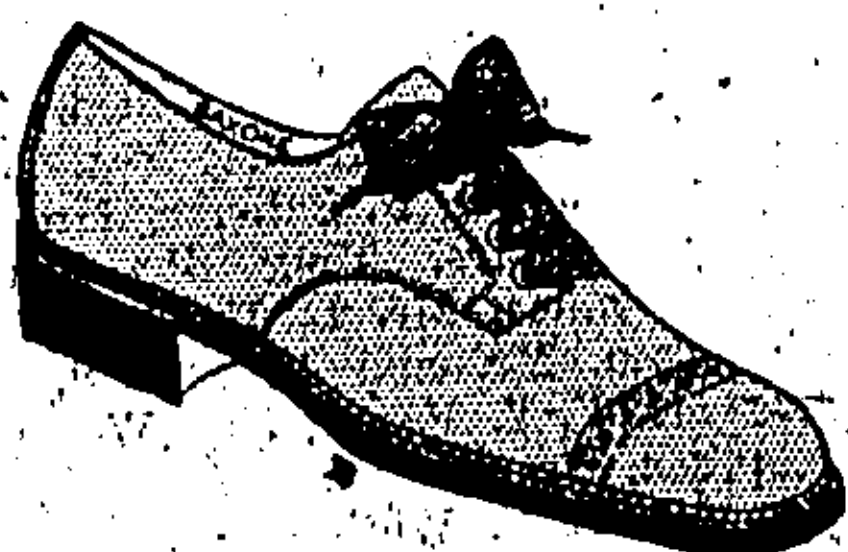


IT NEVER VARIES!

DEWAR'S  
SCOTCH WHISKY  
of great age."WHITE LABEL"  
and  
"VICTORIA VAT"As supplied to the House of Lords and  
House of Commons.

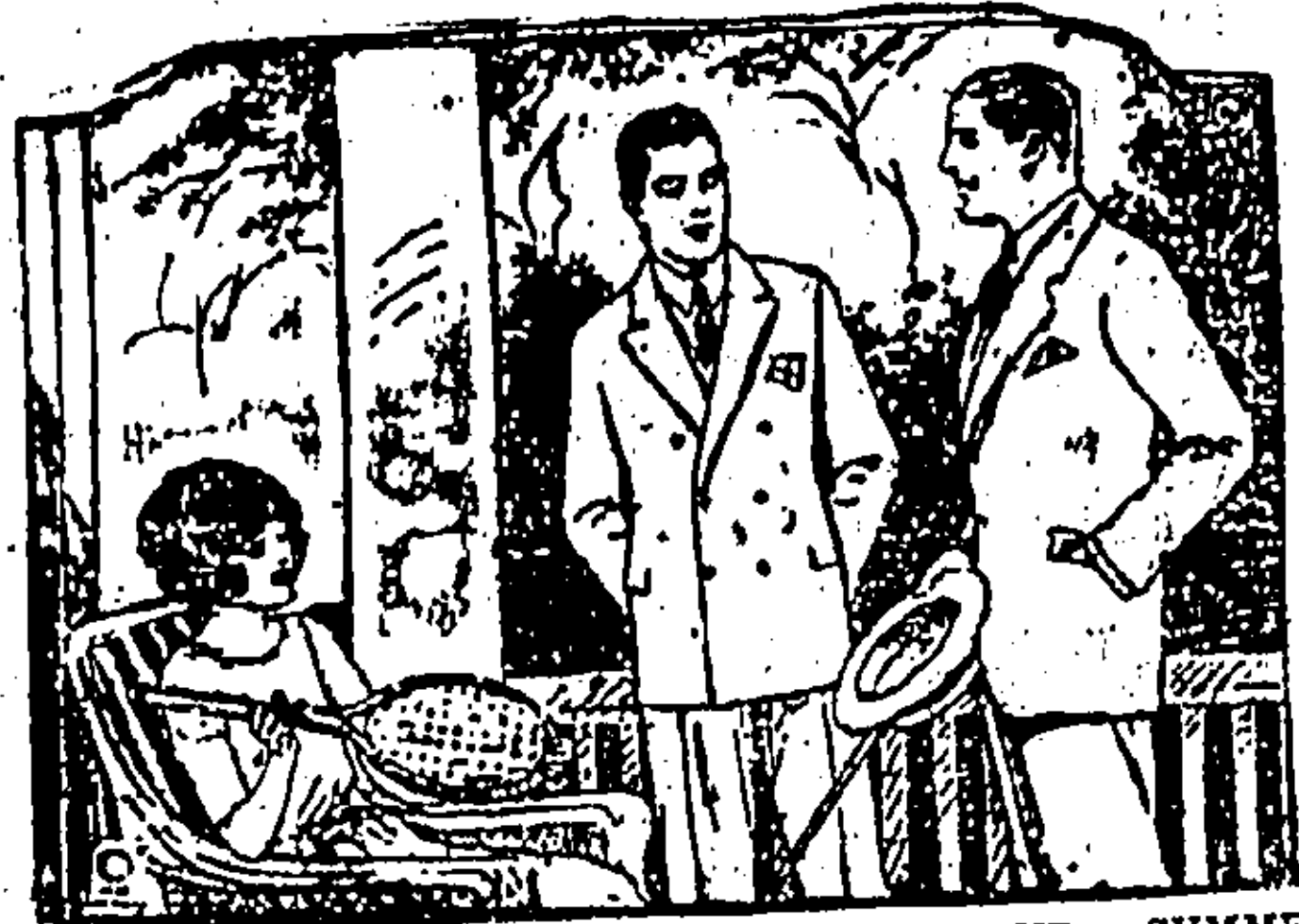
Sole Agents:—

A. S. WATSON &amp; CO., LTD.

NEW "SAXONE" SHOES  
JUST ARRIVED.FOOT COMFORT WITH  
CORRECT STYLE IN  
SPORTS WEAR.A New Brogue that makes  
a big appeal to smart dress-  
ers. Distinctive, best Eng-  
lish leather, long wearing  
soles, neat stitching, clean  
punching, smooth insides,  
trimmed edges. All fittings.  
NO. 1808 TAN ONLY.  
PRICE \$25.00."SAXONE" MOULDED TO  
COVER ANKLE AND IN-  
STEP IN A SMOOTH  
EMBRACE.New Popular Square Toe  
Uppers carefully shaped and  
attractively stitched, best  
willow calf uppers wear, the  
best, comfort, lasts to fit  
every foot. Value, no better  
elsewhere.  
NO. 1899 BLACK & BROWN.  
PRICE \$22.50.

WHITEAWAY, LAIDLAW &amp; CO., LTD.

See Sun &amp; Co.

PRESERVED GINGER & FRUIT  
MANUFACTURERSOffice  
810a, Queen's Road, Floor  
Telephone HK 517Factory  
Tung Shue, Kaitum  
Telephone HK 151WE LAUNDRY AND DRY CLEAN YOUR SUMMER  
CLOTHES IN A WAY THAT RETAINS ALL THEIR  
ORIGINAL COLOUR AND SMARTNESS  
NO SHRINKAGE OR LOSS OF COLOUR ON GABARDINE,  
PALM BEACH, SILK, ALPACA OR MOHAIR GARMENTS.  
Our Steam Presses cannot Scorch, Shine or Spot.DRYCLEANING SERVICE IS TRUE ECONOMY.  
THE STEAM LAUNDRY CO.HEAD OFFICE & WORKS: HONGKONG, Tel. N. 22. KOWLOON HOTEL DEPT.  
HONG KONG DEPT.: 16, Stanley Street, Tel. C. 1672. HONGKONG HOTEL (Visitors only).  
KOWLOON DEPT.: 19, Canton Road.

Write or Phone for complete Price List.

Lends  
lustre  
to every  
Occasion"King George IV"  
The Scotch Whisky of Good Taste

Sole Agents:—

GANDE, PRICE &amp; CO., LTD.

81, George's Building, 1st Floor, Street  
Tel. Central 135

## The China Mail.

(Every evening except Sunday.  
Annual subscription, including  
postage abroad, H.K. \$36, payable  
in advance. Local delivery free.)

## Overland China Mail.

(The weekly edition of the "China  
Mail." Annual subscription, H.K.  
\$13 including postage \$15, payable  
in advance.)Published by  
The Newspaper Enterprise, Ltd.  
Printers & Publishers,  
No. 3A, WYNDHAM STREET,  
HONG KONG.TELEPHONES:  
Office Central 22.  
Editorial Central 441.  
Cable Address: Mail, Hongkong.All communications should be  
addressed to the Newspaper En-  
terprise, Ltd., to whom all remi-  
tances should be made payable.London Offices: The Far East-  
ern Advertising Agency (London),  
Ltd., 36-38, Southampton Street,  
Strand, W.C.2.

Hong Kong, Thursday, Sept. 6, 1928.

## A CHANCE FOR CHINA.

The news published to-day that Mr. Hu Han-min has accepted Marshal Chiang Kai-shek's offer of a post in the government at Nanking is fraught with many interesting probabilities. It may mean, as our correspondent, Li Chung-yin, suggested on Saturday last, the commencement of a new struggle for power between the politicians and the military-minded leaders of the Nationalist Party. On the other hand, it may mean added weight to the administrative side of the regime without calling for any display of feeling by those concerned. Mr. Hu Han-min, provided he settles down at Nanking, will have to ally himself with the present Foreign Minister, Dr. C. T. Wang, who is showing, so far as we are able to gather, that he can handle the militarists without involving himself in difficulties. We realise, of course, that if Dr. Wang is capable of continuing this procedure indefinitely he will emerge as the most wonderful statesman of modern China. However, the wind seems in his favour at least for the present.

In foreign circles Dr. Wang has been praised for successfully negotiating the settlement of the Nanking Rape with the British Government and condemned for failing to keep faith with the American Government in regard to the terms of that country's agreement concerning Nanking. For the former he deserves all the commendation he may receive, for the latter he is in our opinion in no way to blame. We honestly think that the present Foreign Minister will not accord to his word with Britain and America as he has done in the past.

And there is the rub. In any open clash with his military colleagues he must invariably lose; while they listen to his moderate dictates peace will reign and the much-desired consolidation of the Nationalist Party will continue to progress. In this direction it is that Mr. Hu Han-min can, if he desires, help Dr. Wang, a statesman full of enthusiasm and experience. His predecessor, Mr. Huang Fu, it may be remembered, was put out of office as a result of the Tsinan affair, purely a militaristic move; the Foreign Minister before that, Dr. C. C. Wu, though the period of his administration was blessed with an amount of constructive work by which Nationalism is now benefiting, was hampered by the bad impression left by the Foreign Minister he followed, Mr. Eugene Chen, who was frankly anti-British and bombastically sure of himself. So, it is seen, since the Nationalists moved from Canton to the North, never up to now has there happened a real opportunity for the trained and earnest politician to work for the good of the Nationalist cause. As it is, with a little luck and the maintenance of good judgment on the part of the military leaders, China may now set her feet along the path of internal progress and international goodwill.

Sir Austen Chamberlain. It was perhaps inevitable that the serious illness of Sir Austen Chamberlain should raise a crop of rumours as to his impending resignation, and as to further changes in the Cabinet. The rumour, however, has been quickly denied officially. We are not at all surprised that on Sir Austen's recovery to normal health he will return to the Foreign Office. Not only is his heart very much in his work there, but he has the full confidence of his colleagues of the Cabinet. Deservedly, Sir Austen is regarded as one of the greatest Foreign Secretaries which we have had for many years. His abounding interest in the League of Nations and his regular attendance at the Geneva meetings have, of course, been of incalculable service to him in his official capacity. Quite apart, however, from the subjects discussed at the League, his handling of other matters, notably of our China and our Egyptian policy has been particularly sound. It is unlikely that all will agree that with regard to China—especially as to the Hankow and Kiangtong settlement—Sir Austen was as sound as he might have been. But considering the complexity and the delicacy of the situation at the time, perhaps he could not have done better in the circumstances. In regard to Egypt he has revealed the possession of a complete mastery of the facts of the situation. It is true that Sir Austen is able to return to the Foreign Office only as an adviser, but his presence at the Foreign Office will be a great asset to the Government.

For drawing water from a hydrant without permission, the Foo Loong, contractors, were fined \$35 at the Kowloon Magistracy yesterday. The defendant was also ordered to pay \$15 as damages.

A Chinese coolie was attacked by two men at Wanchai yesterday morning and his left arm was almost severed from his body. The police are investigating the outrage. The injured man is in the Government Civil Hospital.

In a report to the police yesterday, the manager of the Kowloon Dock stated that a Chinese shipwright, named Ng Ping, was injured at 3 p.m., on Tuesday, whilst working on a crane at the dock. He was struck by timber which was being lifted by the crane, and had to be removed to the Kwong Wah Hospital.

The master of three fishing boats, who was found mooring his boats in Causeway Bay, typhoon shelter without permission last night, was fined \$15 or in default 2 weeks' hard labour by Commander J. B. Newill, D.S.O., R.N., at the Marine Court this morning. Five other boat masters were each fined \$15 on a similar charge.

Chinese Fireman No. 7, Wong Cheung, stationed at the Central Fire Station, was yesterday removed to the Government Civil Hospital suffering from opium poisoning. The man was alleged to have swallowed the stuff in an attempt to commit suicide. His condition is not serious, although he will have to remain in hospital for a couple of days.

A notification at the Harbour Office, dated September 5, reads as follows:—Complaints having been received to the effect that Canton-Hong Kong River steamers are at full speed causing danger to embankments and native craft, mariners are warned that vessels must go slow in this vicinity and other narrow parts of the river.

Whilst Sub-Officer Chan Wei-sun, of the Kowloon Fire Brigade, was driving ambulance No. 8 to the Yuenai Police Station at 4.30 this morning, he had to swerve sharply at the junction of Nathan-road and Ningpo-street in order to avoid knocking down a Chinese woman who attempted to cross Nathan-road in front of the ambulance. As the result, the ambulance went temporarily out of control and dashed into a tree, sustaining some damage. Chow Hoi, an ambulance attendant, was slightly injured.

## PETROLEUM.

## DISCOVERED IN ITALY 200 YEARS AGO.

Rome.—A communication from the commission of inquiry into the sources of petroleum in Italy unexpectedly brings into prominence Lady Mary Wortley Montagu, who, least of all, might have been supposed to have gone searching for oil on her famous travels to Constantinople.

Writing from Florence, more than 200 years ago, she quaintly describes how, after visiting a Trappist monastery near Fierenza, she also went to see a natural curiosity in the Apennine mountains. It was a liquid that came out of the earth, she says, and "resembled brandy on fire."

The official commission has found traces of the "brandy on fire" in the Apennines, and declares that it has arrived at the conclusion that important deposits of petroleum exist in the Apennines, but more in the direction of Reggio Emilia.

Signor Mussolini has received a report on the subject from the engineer in charge, and it is proposed to create an Italian company for working the deposits.

## SOUTHWARK.

## IMPROVING THE CATHEDRAL'S BEAUTY.

The Bishop of Southwark announces in a pastoral letter a project for enhancing the beauty of Southwark Cathedral. A bequest of £70,000, he states, will provide an income to develop the work. To give space and dignity to the choir, an area in front of the choir was proposed to be cleared.

A scheme had been prepared to give richness and colour to the interior of the choir, and a chapel was to be added, and a beautiful children's corner would be provided for the boys and girls of the Southwark area.

## TELEPHONE WIRE.

## COOLIE STEALS 900 YARDS IN DEEP WATER BAY DISTRICT.

6 WEEKS' "HARD."

Sentence of six weeks' hard labour was, this morning, passed by Major C. Willson, O.B.E., on a Chinese who admitted cutting and stealing about 900 yards of telephone wire at Deep Water Bay yesterday. He was stopped and searched by a constable in Aberdeen last evening as he was coming down the hill from the direction of Deep Water Bay, and the wire, which was coiled up, was found concealed under accused jacket. The wire was the property of the Hong Kong Telephone Co.

## OBJECT OF RACING.

## LORD ELLESMERE AND MR. EDGAR WALLACE.

Lord Ellesmere gave evidence recently in the test action between the Jockey Club and Mr. Edgar Wallace, the author and racehorse owner, who had pleaded the Gaming Act with the object of obtaining a decision as to whether forfeits for void nominations were recoverable or were wagering transactions.

In this action Lord Ellesmere, Senior Steward of the Jockey Club; Lord Wolverton; Major Sir Leonard Brasse; and Sir Samuel Edward Scott, trustees of the club; and Messrs. Weatherby and Sons, registrars and stakeholders, asked for a declaration that Mr. Wallace was liable to pay £4 in respect of forfeits.

Mr. Wallace entered his horse Master Michael in two races at Newmarket First Spring Meeting, 1928, but did not run him. He refused to pay the forfeits, and in a letter to Messrs. Weatherby invited the Jockey Club to see him in a test case.

The Hon. Geoffrey Lawrence, K.C., continuing his argument for the club, said that the reason racehorse owners paid money to run horses was not only to win stakes. The sole object of horse racing was to improve the stamina and develop the speed of the animals and to develop stockbreeding.

Lord Ellesmere, in evidence, said he was a racehorse owner. Asked if there were any other interests in horse racing than winning the entrance money of other entrants, he said that the chief consideration was the improvement of the breed of racehorses, and by racing one not only improved the position of the individual animal, but also his progeny.

Very Expensive. The actual amount subscribed or contributed by the owners, Lord Ellesmere said, was an insignificant proportion of the value of the race to the winner. If an owner won, the winning of the prize enabled him to continue to breed racehorses.

Mr. Archer, K.C., (for Mr. Wallace): Do you mean that the prizes you may win if you manage things properly are so great that you can by means of them carry on the breeding of racehorses?—It would help.

Mr. Archer: Is it a practical proposition in England for a man who has great skill but no money to breed racehorses, relying on getting enough from prizes to support his stud?—The breeding of racehorses is very expensive.

A Friendly Case. For the defence, Mr. Archer said that although it was a test case it was a friendly one. The Jockey Club could not succeed without relying on some contract with someone, and whatever contract was relied on it was not a contract which had for its object merely the provision of the necessary expenses of holding the lawful sport of horse racing, but was a contract which was made by way of wagering within the meaning of the Gaming Act, 1845.

In reply to the Judge, Mr. Archer said he had not the remotest idea of what a wager was. Mr. Justice Clauson: Then you are in a difficulty. You have to prove that the contract in this case was a wager.

Mr. Archer: Not in the least. It is far too hot for me to try, and define what a wager is, and I contend that I have not to do it.

Mr. Justice Clauson said he would put his judgment into writing.

## P'RAPS-P'RAPS NOT!

"To kill game on what do you depend most? Confidence, aim, personal cleverness, or your gun?"

"Luck!"

"What are you crying for, little boy?"

"Boo-hoo! My dad fell down stairs."

"Well, don't take on so. He'll get better soon."

"Yes, but my sister saw him fall—all the way. I never saw nuffen—boo-hoo!"

Professor: "Microscopical investigations lead us to believe that there are colours too delicate to be discerned by the human eye—invisible colours we may call them."

Student: "I know the name of one of them, sir."

Professor: "Indeed. What is it?"

Student: "Blind man's buff."

Father: "Have you told Doris that she will not get a penny from us if she marries this fellow?"

Mother: "I did better than that—I told the young man."

"So you want to marry my daughter?"

"Yes."

"Do you know much about business?"

"Not much."

"Do you know the difference between an asset and a liability?"

"No."

"Well, you will after you marry my daughter."

The harassed housewife was busy "telling off" her lazy husband.

"Goodness only knows," she said, "what you would have done if we were living in the age when men earned their bread by the sweat of their brows."

The languid and born-tired individual turned wearily in his armchair, and faintly replied: "Ah! I should have opened a shop and sold hankies!"

"Now," said the bridegroom to the bride, when they returned from the honeymoon-trip, "let us have a clear understanding before we settle down to married life. Are you the president or vice-president of this society?" "I want to be neither president nor vice-president," she answered; "I will be content with a subordinate position."

"What is that?" "Treasurer."

"My poor man," said the prison visitor, "do let me send you some cake. What kind do you prefer?"

"Any kind, ma'am," said the convict, "so long as it's got a file in it."

Uneasy Passenger: "Doesn't the vessel tip frightfully?"

Dignified Steward: "The vessel, mum, is trying to set a good example to the passengers."

Guide (showing party round ancient castle): "This is the moat. Would any one like to ask a question?"

Inquisitive Tourist: "Yes. How on earth could a chap get one of those in his eye?"

Miller: "I forgot my umbrella this morning, dear."

Mrs. Miller (sarcastically): "How did you come to remember having lost it?"

Miller: "Well, I shouldn't have missed it, dear, only I raised my hand to shut it when the rain stopped."

An Englishman and a Scot were rounding off a convivial evening on the hotel billiard table. Three small cuts in the cloth suggested that the game was more strenuous than brilliant.

"Man alive, Sandy!" exclaimed one player, "look at that notice. 'Damage to the cloth is charged at 10/- a hole! We'll be docked 30 bob for this!'"

The Scot volunteered to interview the landlord, and collected 15/- from his friend. Then producing a pocket-knife, he rapidly transformed the three small holes into one large one.

"Mon," he said, slipping 5/- into his pocket, "it's vera fortunate they charge for quantity and not quality. Yon's just dirt cheap at 10/-"

Two men had met on the beach at Shrimpsa. Both were attired in swimming costumes, and the conversation turned towards the sport. After a few remarks the elder man said:

"I'll race you to the end of the pier and back."

"Right," said the other, "I agree the other who was a professional at the game. 'Be you ten bob, I win!'"

"They plunged into the surf, and the professional swimmer was badly soaked."

"What a shame!" exclaimed the other, "where did you learn to swim?"

"I learned to swim in the bath."



## FOR THE MILITARY.

(Continued from Page 1.)

In 1891, 1892 and 1893 the same contribution was again insisted upon and in 1894 the protracted dispute came to a head when it appeared that still larger demands would be made later.

## PROTEST.

In 1895 most of the Unofficial Members of Council resigned in protest, as also did the Justices of the Peace and the Chinese Advisory Board. Their action was approved at a Public Meeting held at the Town Hall, Singapore, in January, 1895. Nobody would accept seats in the Legislative Council in the place of the resigned Unofficials and for eight months the Legislative Council did not meet.

A settlement was effected in 1895 by Lord Ripon, then Secretary of State for the Colonies, when the contribution was fixed at 17½ per cent. of the revenue of the Colony. This was carried out in Ordinance No. IV. of 1896 where it was provided that the 17½ per cent. should be "deemed to be a fixed contribution payable by the Colony in full return for the annual cost of the Imperial Garrison including the cost of maintenance of all military works and buildings but not including any capital expenditure required for military lands and buildings nor the charges for buildings in lieu of barracks: provided that in no year shall the sum paid by way of percentage exceed the cost of the garrison for that year."

The revenue of the Colony in those days was small and the percentage was entirely for the Colony's protection. It was not anticipated that the garrison would then cost less than the 17½ per cent.

The Ordinance of 1896 was repealed by Ordinance No. VI. of 1899. This new Ordinance, (with certain amendments of no importance on the points here discussed), has been re-enacted as Ordinance No. 64 (Defence Contribution) of the Revised Ordinances now in force.

## PERCENTAGE RAISED.

This Ordinance (VI. of 1899) varied the contribution contrary to the interests of the Colony in the following respects:—

- (1) The percentage was raised to 20 per cent.
- (2) The contribution was to be in respect of "the annual cost of the Imperial garrison including all capital expenditure required for military lands and buildings and the cost of maintenance of all military works and buildings in lieu of barracks and all other military charges whatsoever, provided that in no year shall the sum paid by way of percentage exceed the cost of the garrison for that year."

The wording has been set out in extenso as it is particularly important in view of what has since happened. It will be noted that the capital cost of military lands and buildings and the cost of lodgings in lieu of barracks are now to be included in the cost of the garrisons, but that the capital cost of military "works" is not.

As might be expected, the Unofficials strongly objected to the new Ordinance in 1899 and sent in a written protest to Mr. Chamberlain who was then Secretary of State for the Colonies protesting "against the Bill being passed without a clear definition saying that the payment of 20 per cent. of the Colony's revenue is to be for such defenses as are from time to time necessary for the purpose of the Colony; and not for such as are insisted by the Imperial Government being created for using Singapore as an Imperial Navy Docking or Repairing Station or a base of operations for the Imperial Navy." In his reply Mr. Chamberlain said: "The acceptance of such an amendment would certainly lead to continual discussion as to the distinction between Colonial and Imperial purposes, a distinction which it is impossible to define exactly. The second section of the proposed Ordinance shows sufficiently that the contribution is for the defence of the Colony and therefore the word 'Garrison' in Section 5 can only be interpreted as meaning the troops employed for the defence of the Colony." The assurance contained in the last words is of the greatest importance, being tantamount to a promise which is not now being kept.

## ACTUAL COST OF GARRISON.

The question of what was the actual cost of the Garrison in 1899 is of no immediate importance, as for many years the cost exceeded the 20 per cent. With two exceptions when there was a small balance between the 20 per cent. and the cost of the Garrison the cost exceeded the 20 per cent. up to and including 1913. During the War years the Colony voluntarily paid the full 20 per cent. though then and after the War the

cost of the Garrison was considerably less than that figure.

One of the most unfortunate aspects of the situation is this. The 20 per cent. contribution is under Ordinance No. 64 appropriated automatically from the revenue of the Colony with the result that the matter is taken entirely out of the control of the Legislative Council who are not required to vote the money and the Members can apparently only get accounts as a matter of grace and certainly have no power to procure any adjustment. The accounts of the "Garrison" expenditure are not laid on the table of the Council but it is understood that they are of a perfunctory character with few items and large lump sums. It is also known that in at least one instance they included the capital cost of military works, whereas, under the Ordinance the maintenance only of such works should be charged.

## SIR C. EVERITT'S SPEECH.

The Hon. Mr. Clement Everitt (now Sir Clement Everitt) made a very trenchant speech, mostly directed to the Military contribution, at the meeting of the Legislative Council held on October 31, 1927, when the Supply Bill was debated. The whole of his remarks are worthy of close attention but the following passages are particularly in point:—

"Now, apart from the establishment of this Naval Base and the consequent necessity for defending it, is there any reason whatever to believe that this garrison would have been increased in personnel or that its cost would have gone up against us except in the ordinary way in which living costs do go up? I submit, none. Well, in the face of this, we are suddenly told that the estimate for the Defence Contribution next year will be up \$1,150,000, and as members on both sides of the House are aware, an inquiry was made from the War Office for an explanation of this apparent increase. The answer given—an answer which has been circulated to all members was that the increase was principally attributable to the purchase of land \$80,000, to new works \$52,000, to new armaments \$10,500, a total of \$142,500 or approximately \$1,220,000; just roughly, about the cost of the increase in the military contribution for 1928. We are aware, also, that further particulars as to the purchase of these new lands and these new works have been asked for but have not yet been received."

"Now I ask you, is it not obvious that every one of those items must be in connection with the defence of the Naval Base and not in connection with the garrison, which has been here for a great number of years for the defence of the Colony and its coaling base? 'NIP EXACTION IN THE BUD.'"

I, therefore, do suggest that it is the duty of this Council to endeavour to nip this exaction in the bud. We are aware of and we are grateful to you, Sir, for the efforts that you are making to nip this exaction in the bud; but we do feel that you would welcome our support in the policy which you are adopting, because once this demand is allowed to go unchallenged you will find the War Office out-twisting Oliver and year by year they will be asking for more. And see what you are going to let yourselves in for? It is estimated to take another ten years to complete this Naval Base. Is there any reason why the defence of that Naval Base should not be spread over that same ten years, and then where will you be? You will find that you have not only patriotically given the whole of the ground required for the Naval Base here, but that you have paid for the ground required to defend that Naval Base in the interests of Imperial policy. You will also find that you have contributed \$52,000 worth of new works this year, and possibly the same next year. You will probably find that before it has been completed, you will have contributed something more than dollars twelve millions to Imperial purposes. And, therefore, I do urge upon this Council that we should protest, and that we should back His Excellency in protesting, against what I and the members on this side of the House regard as an exaction.

"To come down to rather an anti-climax after dealing with these big figures, I would like to suggest to the Hon. the Colonial Treasurer that in dealing with the Defence Contribution, he is in the position of a Taxing Master, and I do suggest to him that he is not taxing that Bill with the acumen which one might expect."

## BIG INCREASE.

The \$142,500 referred to by Mr. Everitt as the cost of land, works and armaments in 1927, has, it is understood, increased to \$262,000 in the figures estimated by the Colonial Office for 1928. It was thus becoming increasingly clear that it was the intention of the Imperial Government to saddle the Colony as far as possible with the cost of the Naval Base, for which the Colony has already given the land as a free and ready gift. So far as is known no attempt has been made to charge the Colony with the cost of the actual Base itself, but it was clearly the intention to charge for the entire expenditure (subject of course to the 20 per cent. limit) on military buildings, works and armaments for the "protection of the Base and for the very largely increased garrison that will be needed in the near future. The Colony has already protested against this.

In reply to this protest the Colonial Office has put forward the following proposals:—

- (1) that all military expenditure (land, works, armaments, etc.) on the initial formation of the Singapore Base should be borne finally by Army Votes, i.e., should be excluded from the cost of the garrison for the purpose of arriving at the Colonial contribution.
- (2) that for all other military expenditure the Colony should pay the full ordinary cost of the garrison (subject to the 20 per cent. limit) including any military personnel added to the garrison as the new defences are gradually manned, and including the cost of maintenance of the defences, old and new.
- (3) that the percentage (20 per cent.) be not reduced.

## VERY STRONG FEELING.

It is felt very strongly that these proposals are entirely contrary to the spirit of the arrangements between the Colony and the Imperial Government, particularly as stated by Mr. Chamberlain, and that the Colony should only be called upon to pay for its own defence, and not the additional defences and additional garrison occasioned by Singapore being the site of a Naval Base required for Imperial purpose on account of its strategic position.

Also the exaction of this increasing contribution against the will of the Unofficial Members of Council is contrary to all proper constitutional practice and is nothing short of enforced taxation of a Colony by the Home Government.

"No taxation with representation" has been for long a cardinal principle of British policy and this military exaction will be not only a gross infringement of this principle but will also be a direct disregard of the strong objections of the representatives, in the Legislative Council, of the People of this Colony.

Even as an Insurance against war risks (which it certainly is not so far as the Colony is concerned), the payment of 20 per cent. of revenue would be excessive and is a much higher percentage than is paid by the Imperial Government on the fighting services.

It should also be remembered that the Colony did not invite the Naval Base and that it will be detrimental as possibly making Singapore a centre of warfare.

## UNOFFICIAL'S MEMORANDUM.

The Unofficial Members of Council have submitted a Memorandum in reply to the Colonial Office's proposals. It is understood that they unanimously press for the repeal of the present Ordinance and the payment for the next five years of an annual lump sum based on the average of the last five years' contributions immediately before the commencement of work on the Base, as giving a fair criterion of the cost of the defence of the Colony; at the expiration of the next year the amount to be reconsidered.

The Colony have never been backward in patriotism and in making ex gratia payments to the Imperial Government and in fact, has presented the land for the Base itself, but that is no reason why an Ordinance made years ago should now be turned into an instrument of exaction and advantage taken of the Colony.—"Straits Times."

Mr. Shoda, Minister of Education, is very much concerned as to the tendency of the people to stray from the (rather narrow) path of thought laid out by the authorities, says the "Japan Chronicle." On August 18, he invited representatives of the various Japanese cinema companies to his official residence and asked them to pay due attention to the "inculcation of sound ideas among the people" instead of confining their attention to financial considerations. He emphasised the far-reaching effects which cinema films produce on the minds of the nation. According to the "Hochi," the Education Department has appropriated the sum of Yen 300,000 in the estimates of the Department for the next fiscal year for the manufacture of educational films. The motion is to "inculcate sound ideas among the people." "Hochi" said he thought it would be funny.

## SHADOWS BEFORE.

COMING EVENTS ANNOUNCED IN THE "MAIL."

To-day—Queen's Theatre; "Titanic."

To-day—Star Theatre; "Irish Hearts."

To-day—World Theatre; "A Woman of Paris."

September 7—Dance at Kowloon Football Club, on Tennis Courts, 9 p.m.

September 9—Queen's Theatre; "Hot Heels."

September 9—World Theatre; "The Light of Asia."

September 9—Star Theatre; "Little Annie Rooney."

September 21—Promenade Concert at Volunteer parade ground, 9.15 p.m.

Land Sales.

September 10—At P.W.D. offices, 3 lots of Crown land at Mong Kok Tsui, and Shamshupo, 3 p.m.

Lammers' Auctions.

September 7—At Sales Room, valuable collection of Stamps, 5.15 p.m.

September 8—At Sales Room, British and American Made Ladies' shoes, silk shawls, silk stockings, hats, etc., etc., 10 a.m.

September 8—At Sales Room, one "Flat" 4-seater Motor Car, noon.

September 10—At "Woodside," Mt. Parker-road, Quarry Bay, valuable household furniture, etc., etc., 2.30 p.m.

Meetings.

To-day—Annual meeting of Mid-levels' Residents' Assn. at Ladies' Recreation Club, Peak-road, 6 p.m.

September 7—First monthly meeting of Hong Kong Football Referees' Assn. at the Chaplain's Hut, Scandal Pt., 6 p.m.

September 12—H.K.D.V.C. (Scottish Club) meeting at Headquarters, 6 p.m.

September 13—Seaplane Club meeting for local enthusiasts, in Messrs. Jardine, Matheson's board room, 5.30 p.m.

Sports.

To-day—Hockey match: H.K.V.D.C. v. H.K.S.R.A. Marina Ground, Kowloon, 5.30 p.m.

Sept. 6, 7—Soldiers' Club Billiard Tournament: H.K.V.D.C. v. 31st Battery R.A., 6 p.m.

September 22—American tournament, Ladies' Recreation Club, Peak-road, at 2.30 p.m.

Miscellaneous.

To-day—Grand Tattoo Rehearsal, City Hall, 5.30 p.m.

September 14—H.K.V.D.C. (Machine Gun Co.) dinner at Headquarters, 7.45 p.m.

September 10—Reopening of St. Stephen's College.

Lost.

LOST from the front door of 7, Middle Road, Kowloon, a green PARROT, yellow on back of head, some blue Red feathers in wings—reward.

Remember The

DINNER-DANCE

on

SATURDAY, 8th September

at

ST. FRANCIS HOTEL

\$2.50: No Cover Charge

Keep the DATE FREE

Reserve your table early:

Call or Phone C. 5134.

TRAVEL SERVICE

Spend your short vacation at

MOKANSHUN.

An ideal mountain resort visited by hundreds of foreigners yearly.

Only ten hours from Shanghai.

For information apply to—

CHINA TRAVEL SERVICE,

GENERAL TOURIST AGENTS

Queen's Road Central, Tel. C. 2525-5176.

500,000 people visited the Philharmonic Hall to see

THE

LIGHT

OF

ASIA

during its 5 months' run in the West End of London.

Such popularity must be deserved.

THE LIGHT OF ASIA

is coming to the

WORLD THEATRE.

THE

BERLIN

CO., LTD.

WHOLESALE & RETAIL

CHEMISTS.

GREAT - - -

REDUCTION

- - - SALE

NOW ON.

Inspection cordially invited.

161-163 Des Voeux Rd. C.

(Near the Sincere Coy.)

Telephone Central 3541.

HONG KONG HEIGHTS

For the information of visitors the following list of some of the highest points on the Island and Mainland is published:—

Island.

Victoria Peak ..... Feet. 1823

Signal Station ..... 1774

Mt. Parker ..... 1734

Mountain Lodge ..... 1725

The Eyrie ..... 1725

Peak Hotel ..... 1905

Tafko's Sanatorium ..... 1000

Mt. Davis ..... 877

Bowen Road (Alterbeds) ..... 237

Mainland.

Taimoshan ..... 3124

Kowloon Peak ..... 1971

## STOCKTAKING SALE

FOR TWO WEEKS ONLY

Over 1,200 Columbia Records to be cleared at 50 cents each.



The Anderson Music Co. Ltd.

## MISA'S

NATURAL DRY SHERRY.

CALDBECK, MACGREGOR & CO., LTD.

(Incorporated under the Companies Ordinances of Hong Kong.)

Prince's Building.

Tel. C. 75.

Ex S.S. President Adams

NEW STOCK OF

## HAVANA CIGARS

HENRY CLAY.

Regentes ..... 25's \$11.25 per Box

Jockey Club ..... 25's 9.50 " "

Londres Finos ..... 25's 7.75 " "

Bouquet de Saloon ... 25's 6.25 " "

LA CORONA.

Coronas ..... 25's 21.50 per Box

Half a Corona ..... 25's 11.25 " "

EL AGUILA DE ORO.

Portenas Finas ..... 25's 7.00 per Box

## TABAQUERIA FILIPINA

Asiatic Building.

THE QUEEN'S MOTOR BOAT CO., LTD.

Queen's Statue Pier.

MOTOR BOATS FOR HIRE

DAY and NIGHT.

MODERATE CHARGES.

Office:—64, Connaught Road C., 1st floor.

Tel. C.459.

## FAVOURITISM

"As safe and wholesome as good Scotch Whisky is a simile often heard. The wisdom of this apt saying is fully realised when the whisky is—'Highland Nectar' The rich malt flavour and mellow maturity fully justify its choice."



THE DISTILLERS' ASSOCIATION, LTD., DISTILLERS, EDINBURGH.

This illustration is a depiction of the 'Highland Nectar' bottle.

"Highland Nectar"

Sole Agents—

GANDE, PRICE & CO., LTD.

Tel. C. 184

HONG KONG.





## EUMENOL

Efficient and Harmless Remedy for all Female complaints.

On sale at all drugstores.

Liquid or 50 tablets packing.

E. Merck's Agents:

**BORNEMANN & CO.**

Hong Kong.

Canton.

## G. FALCONER &amp; CO., (HONG KONG) LTD.

WATCHMAKERS & JEWELLERS

DIAMOND MERCHANTS.

Union Building (Opposite G.P.O.)

Agents for:—ADMIRALTY CHARTS,

ROSS'S BINOCULARS and TELESCOPES,

KELVIN'S NAUTICAL INSTRUMENTS,

ENGLISH SILVERWARE, direct from Manufacturers.

High Class English Jewellery.

## Prickly Heat Powder

A Certain Cure for

PRICKLY HEAT & SUNBURN.

A little dusted on the skin and gently massaged in will speedily cure Prickly Heat, remove Sunburn and the offensive odour due to excessive perspiration.

Prepared by

*Queen's Dispensary*  
Pharmaceutical Chemists

22, Des Voeux Road Central.

## CHY LOONG.

NEW SEASON PRESERVED GINGER.

Best quality—Prompt attention to Exporters.

Office:—231, Queen's Road Central, 2nd floor. Tel. Central 2530.

Factory:—500-504, Canton Road, Yau-mat. Tel. K. 869.



## IT IS OLD-FASHIONED

to kill Flies with a hammer. You can do it so much better with *Whiz FLY FUME*. It is double strength and results in 100% kill. *Whiz FLY FUME* also destroys Mosquitoes, Moths, Roaches and other household pests. Very pleasantly scented.

SOLD EVERYWHERE

1/2 Pint, Pint, Quart, Gallon Cans

1/2 Pint Outfit with Sprayer

1 Pint Outfit with Sprayer



The R. M. Hollingshead Co., Camden, N. J.

AGENTS: W. R. LOXLEY & CO.

## CHOY HEONG.

MANUFACTURER OF PRESERVED GINGER AND FRUIT.

Established for more than 40 years.

Office:—No. 40, Bonham Street, Hong Kong. Tel. C. 1424.

Factory:—1A, Sham Chun Street, Kowloon. Tel. K. 60.

## CINEMA NOTES.

THE SINKING OF AN OCEAN LINER.

"TITANIC" AT THE QUEEN'S.

A tramp steamer crashing into a river barge and an ocean liner sinking after colliding with a monster iceberg are two of the big thrills in "Titanic," which comes to the Queen's Theatre to-day as the chief attraction until Saturday. New York's famous "Ghetto," complete with bearded Jews, voluble Italians, and mischievous children, all recruited from the locality, forms the colourful background for much of the action in this tale of a boy's struggle to conquer the great city. The picture contains many spectacular scenes, the most thrilling being the sinking of the "Titanic," which has been staged with remarkable realism. "Titanic" was directed by Allan Dwan, who also directed such notable productions as "Douglas Fairbanks' 'Robin Hood'" and "Gloria Swanson's 'Zaza'." The principal roles are filled by George O'Brien and Virginia Valli, and there is a large supporting cast which includes J. Farrell MacDonald, Holmes Herbert, June Collier and John Milner.

"A WOMAN OF PARIS."

"A Woman of Paris," the famous film written and directed by Charlie Chaplin, will be screened at the World Theatre from to-day to Saturday. Chaplin's method of working is unique, and in "A Woman of Paris" he ably demonstrates his remarkable knowledge of human mind, depicting with unerring skill the lives of several types of people who literally seem to breathe on the screen. The title role is played by Edna Purviance, who appeared with Charlie in some of his most famous comedies. Adolphe Menjou, now known and admired the world over as the screen's most polished villain, appears in a leading male part in this production which first brought him fame.

## IRISH HEARTS.

"Irish Hearts," a new picture which comes to the Star Theatre to-day has to do with the fortunes and misfortunes of a pretty little Irish girl and her sweetheart who leave Ireland for America. Things do not run as smoothly as the pair would wish, and hard times descend when the boy loses his job. The hot Irish blood of the couple get them into all manner of awkward situations which provide some of the many laughs in the picture. May McAvoy and Jason Robards are the leading players receiving ample support from Warner Richmond, Kathleen Key and Les Bates.

## MOSQUITOES.

ANOTHER CHINESE FIRM BEFORE THE MAGISTRATE.

The manager of the Tak Lee Loong firm, Haitan-street, Kowloon, was yesterday summoned before Mr. W. Schofield at Kowloon Magistracy for failing to abate a nuisance by allowing mosquitoes to breed in pools, jars and other receptacles containing stagnant water.

Defendant, pleading "guilty," said the nuisance had been removed on the day after the service of the summons.

Sanitary Inspector Sinton told the Magistrate that the Sanitary Department had prosecuted several firms with regard to the breeding of mosquitoes on a piece of land in the same locality, but the fine of \$20 did not seem to have any effect. The defendant had been fined \$20 for the same offence last June, and the Inspector pressed that the maximum penalty be now imposed.

In view of the fact that some effort had been made by defendant to abate the nuisance since the service of the summons, his Worship decided to impose a fine of \$25.

## SOLDIER SCHOLAR.

GUNNER MAJOR AS GREEK PROFESSOR.

Mr. W. M. Edwards, B.A., Fellow of Merton College, Oxford, has been appointed by the Council of Leeds University to the Chair of Greek.

Professor Edwards was until 1921, an officer in the Royal Artillery. From Rugby, where he had held a classical scholarship, he went to Woolwich, passing out in 1904. He served during the war in Macedonia, Serbia, and Bulgaria, and was mentioned in despatches. Reverting with the rank of major in 1921, he went up to Exeter College, Oxford, where he gained a Craven Scholarship, the Hertford Scholarship, and the Chancellor's prize for Latin verse. He was elected Fellow of Merton College in 1925.

Professor Edwards was born on Feb. 17, 1885.

## BEER LICENCE.

WANCHAI RESTAURANT KEEPER BEFORE COURT.

A CONVICTION.

For alleged breaches of her adjunct licence by selling beer without food and also after hours were the charges against a Japanese woman named Kato Suya, proprietress of the Wanchai Restaurant, Praya East, who appeared before Mr. R. E. Lindsell at the Central Magistracy yesterday afternoon.

According to evidence for the prosecution, two European police recruits, Constables Pockson and Mackay, went to the restaurant at 8.30 p.m., on August 25, and ordered two bottles of beer. They were served by a Japanese waitress. At 9.05 p.m., which was past the licence hour, the officers ordered another bottle, and were again served. Shortly before 9 p.m., an American sailor entered the restaurant and was similarly served. Detective Sergeant Goodwin came in after 9 p.m., and found the two recruits with glasses of beer before them.

For the defence, Mr. F. H. Loseby said that as soon as the two police recruits entered, the waitress placed a menu before them, but they remarked "by and by" and ordered two bottles of beer. The waitress served them only because she thought that they were going to order meals later on. The defence also maintained that the third bottle of beer was served before 9 p.m.

The police, whilst admitting that a menu had been placed before the recruits, said it was in either Chinese or Japanese characters and the officers, remarking "No savvy," ordered beer which was served to them immediately.

His Worship convicted and imposed fines of \$50 on each of the two counts.

On charges of attempting to murder Thomas Silverton, aged 7, by making him inhale coal gas and attempted suicide, Annie Ellen Parker, aged 60, married, of Falkirk-street, Shoreditch, E., was remanded at Old-street.



## LONGING FOR MORNING.

A Talk To The Sufferer From Insomnia.

With what satisfaction you have retired after a particularly fatiguing day! "A good night's rest and I shall be as fresh as a daisy in the morning," you say to yourself. But sleep refuses to come. The hours seem interminable as you toss and turn longing for slumber, and your brain works as if on wheels, puzzling out problems, magnifying troubles, giving you no rest or peace. May be more than once in the night you rise in despair and look at the clock, longing for daylight to appear.

What is the cause of these attacks of insomnia? The answer is to be found by studying for a brief while the condition of your general health. You have felt tired and dispirited during the day, work has been a trouble, people have seemed vexatious, you have not found enjoyment either in food or recreation. The fact thus becomes obvious that because of overwork, worry, need of a rest and change, or some other reason you have drained almost to the limit your reserve of nervous energy.

And how can further attacks of this insomnia be avoided? The answer to this is, by building up your health through the blood by tonic treatment, for which purpose nothing can be better than Dr. Williams' Pink Pills.

For forty years Dr. Williams' Pink Pills have been world-famous as a blood builder and nerve tonic. Not only do they purify and enrich the blood, but they create new, rich, red blood which imparts fresh life and vigour to all the organs of the body. Their first effect usually is to stimulate the appetite; then the spirits revive, and insomnia gives way to health-restoring sleep. For sufferers from anaemia, neurasthenia, general weakness, digestive troubles, the ill-effects of illness, overwork, mental or physical exhaustion, Dr. Williams' Pink Pills are a restorative of the utmost value. Your chemist sells them, or post free, \$1.50 per bottle, \$3 for 6 bottles, from the Dr. Williams' Medicine Company, 200 N. 2nd St., New York, U.S.A.

## TRAGIC DEATH.

BRITISH SOLDIER FALLS INTO THE WHANGPOO.

ATTEMPTS AT RESCUE.

An inquest was held over the body of Private William George Gilbert, 2nd Bn., Welch Regiment at the Public Mortuary before Mr. I. T. Morris, Coroner, and a verdict passed of "accidental death from drowning."

Witnesses included Corporal Harold Cole, 2nd Bn. Welch Regiment, who identified the body of deceased at the Mortuary, and who was corporal of the guard on the str. "Taming" stationed at The Old Ningpo Wharf where the accident occurred. Between 12.50 and 1.30 p.m. witness said he heard a scream and went to the gangway. He saw nobody on the pontoon and going to the quay side he saw Private Lynch and Private Bird struggling in the water. Witness went back to find a rope which, however, he was unable to do, but he threw a life buoy from the steamer into the water. Witness then learned that deceased was in the water and he removed his boots and jumped in, swimming the length of the dock several times without discovering the body. Lieutenant Birch then ordered witness out of the water. At 4.45 p.m. the men dragging the dock brought the body to the surface, and after an unsuccessful attempt at artificial respiration, a medical officer from the ship pronounced life extinct.

Struggle in the Water.

In H.M. Supreme Court where the hearing was continued, Private Archibald Bird gave testimony regarding the accident. He had seen deceased pass across a wooden beam about a foot wide between the pontoon and the wharf. Half way across deceased must have stumbled as he fell into the water. He seemed to struggle with his arms above the water. He had been two yards off when witness after plunging in had come to the surface, and he had gone under again as witness was getting to him. Witness had shouted to Private Lynch on the No. 1 Gangway who also jumped into the water and between them they had managed to get hold of Gilbert to push him towards the wharf chain. About a yard away deceased had turned round and grasped Private Lynch round the waist both then going under water. Private Lynch came up alone. There had been a strong current in the water.

Reginald Lynch, private in the 2nd Bn. Welch Regiment substantiated the foregoing evidence, and he said that while he was trying to loosen the hold of deceased after he had clutched him he felt deceased's hand suddenly slip away. He had not seen him again.

Major John Francis William Meenan, R.A.M.C., on the "Taming" at the time then gave evidence. Life was extinct when he had seen deceased.

The Coroner said at the conclusion of evidence, "I find that William George Gilbert, private of the 2nd Bn. Welch Regiment, was accidentally drowned on August 30, about 1 p.m. in the Whangpoo. I am satisfied that every effort was made by his comrades to save him."

## GIRL'S FUNERAL.

CORONER'S INQUIRY HELD AT KOWLOON.

Yesterday afternoon Mr. W. Schofield, as Coroner at Kowloon Magistracy, heard further evidence in the inquiry into the death of a young Chinese woman who was killed as the result of jumping from the roof of a house in Waterloo-street on July 27.

The father gave evidence that the girl had previously gone to North Point to commit suicide, but that he had gone after her and had brought her home.

The mother complained that relatives of the girl were not permitted to attend the funeral.

The Coroner pointed out that the funeral arrangements had been in the hands of the mortuary authorities, and if the woman had taken the trouble to inquire she would have obtained the information wanted.

The inquiry was adjourned.

## 20 WOMEN.

ALL IN AN AEROPLANE.

An Imperial Airways liner flew from London to Paris recently with all its 20 seats occupied by women. Its 20 seats were occupied by women. They were part of what was said to be the largest single party ever booked for a cross-Channel flight. A second machine carried both men and women, all being American delegates to an art conference at Prague.

No fewer than 2,000 people made the aerial journey between London and the Continent during a recent week. The previous best was for the approximately 1,500 responding period last year, when about 1,400.

## BE RID OF

PRICKLY HEAT

AND

HONG KONG

FOOT

USE

**VASENOL**

HYGIENIC AND FOOT POWDERS.

Wonderful effect—Try one to-day.

Well recommended by the medical profession.

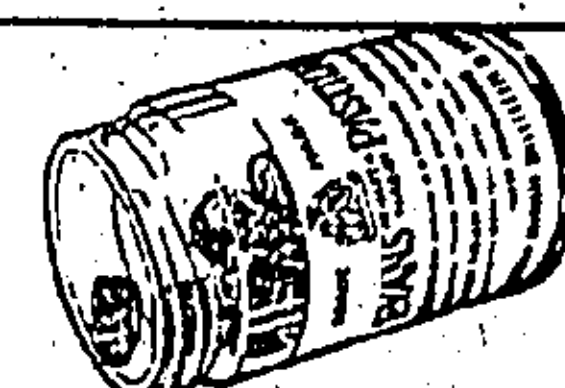
In original tins of 100 grams.

Sold by all Chemists and Stores.

CARL SCHROETER,

THE CANTON TRADING ASSOCIATION, LTD.

Hong Kong and Canton.



ALL OVER THE WORLD!

EVANS' PASTILLES made to a formula of the Liverpool Thorax Hospital, are prescribed by Doctors for relieving Coughs, Colds, Catarrhs and Weak Chests. The antiseptic vapour penetrates into innermost parts giving instant relief. Nothing their equal.

**EVANS'**  
PASTILLES

Made in England and sold by Chemists everywhere.

## A WEEK'S PAPERS IN ONE

"OVERLAND CHINA MAIL" ILLUSTRATED.

CHINA NEWS, LOCAL NEWS AND ALL THE NEWS

SEND IT HOME!

Most important in this week's news is the report that British residents of Peitaiho, the famous summer resort near Peking, have been told officially to hold themselves in readiness to move out at a moment's notice should fighting break out there. The American residents have already been warned to evacuate. The trouble, of course, is caused by the renewal of hostilities between the Nationalists and the Northerners who are holding on tenaciously to less than a tithe of their former glories. To complicate matters further, an accusation has been made that Japan wishes to help the Northerners.

Such news will have caused people in other parts of the world to take notice. Please them by sending them a full and concise account of what is going on out here. You can do so with the least trouble by posting a copy of the "Overland China Mail," the only illustrated weekly summary of local and China news published in Hong Kong.

There is much else of absorbing interest in this week's "Overland," sufficient to meet all tastes. Naval and Military events are recorded, including the arrival of H.M.S. "Cornwall," the fruitless search for pirates by H.M.S. "Seraph," the District Court Martial, changes in the Dockyard staff, etc.

The return of Mr. Chu Chao-hsin, the sequel to the firing on the British s.s. "Baron Macaulay," the visit of Hong Kong's interport lawn bowls team to Shanghai and preparations for the Grand Tattoo are among the other items dealt with.

## READY TO-MORROW.

Mail via Suez closes at 2.30 p.m. on Saturday, and via Siberia at 6 p.m. on Monday.

SINGLE COPY ..... 25 Cents.

(Sold on the streets and at the bookstalls or you can send your subscription to the office.—H.K. \$13 per annum, or \$15 including postage abroad, half-yearly, quarterly, or specific periods pro rata.)  
No. 3A, WYNDHAM STREET—PHONE C.22.

"THE OVERLAND CHINA MAIL."

FARMER

**NAM WAH**

BRAND

NEW SEASON GINGER

Well Preserved.

Colour and Moisture Guaranteed.

Nam Wah Preserved Ginger Manufacture





# Sport Columns

## GREEN LIKE GLASS.

### HONG KONG BOWLERS LOSE AGAIN.

#### THIRD SHANGHAI MATCH.

Shanghai, Yesterday.

The Hong Kong Interport bowlers suffered their second defeat here to-day, losing to the Yangtze-poo Bowls Club by 15 shots. The green was like glass. Details:—

Hong Kong. Yangtze-poo.  
Grimmitt. McMurdo  
Holland. Lloyd  
Mair. Bailey  
Chapman. Train

14

29

—Our own correspondent.

## HOME SOCCER.

### RESULTS OF YESTERDAY'S MATCHES.

#### CHELSEA WIN.

London, Yesterday.

Division I.  
Liverpool 1, Sheffield U. 2.  
Portsmouth 1, Manchester C. 0.  
Division II.  
Bristol C. 1, Stoke C. 1.  
Chelsea 3, Bradford 1.  
Notts. F. 0, Clapton O. 0.  
Reading 0, Preston N.E. 0.  
Division III (S).  
Bournemouth 2, Norwich C. 0.  
Brighton 2, Merthyr T. 1.  
Palace 2, Fulham 1.  
Exeter C. 1, Southend U. 2.  
Swindon T. 0, Plymouth A. 0.  
Torquay 2, Gillingham 1.  
Watford 4, Coventry 2.  
Division III (N).  
Hartlepool 2, Darlington 0.  
Wrexham 3, Tranmere 1.

—Reuter.

fun of it than for the money, and has an offer for a tour of Australia and New Zealand.

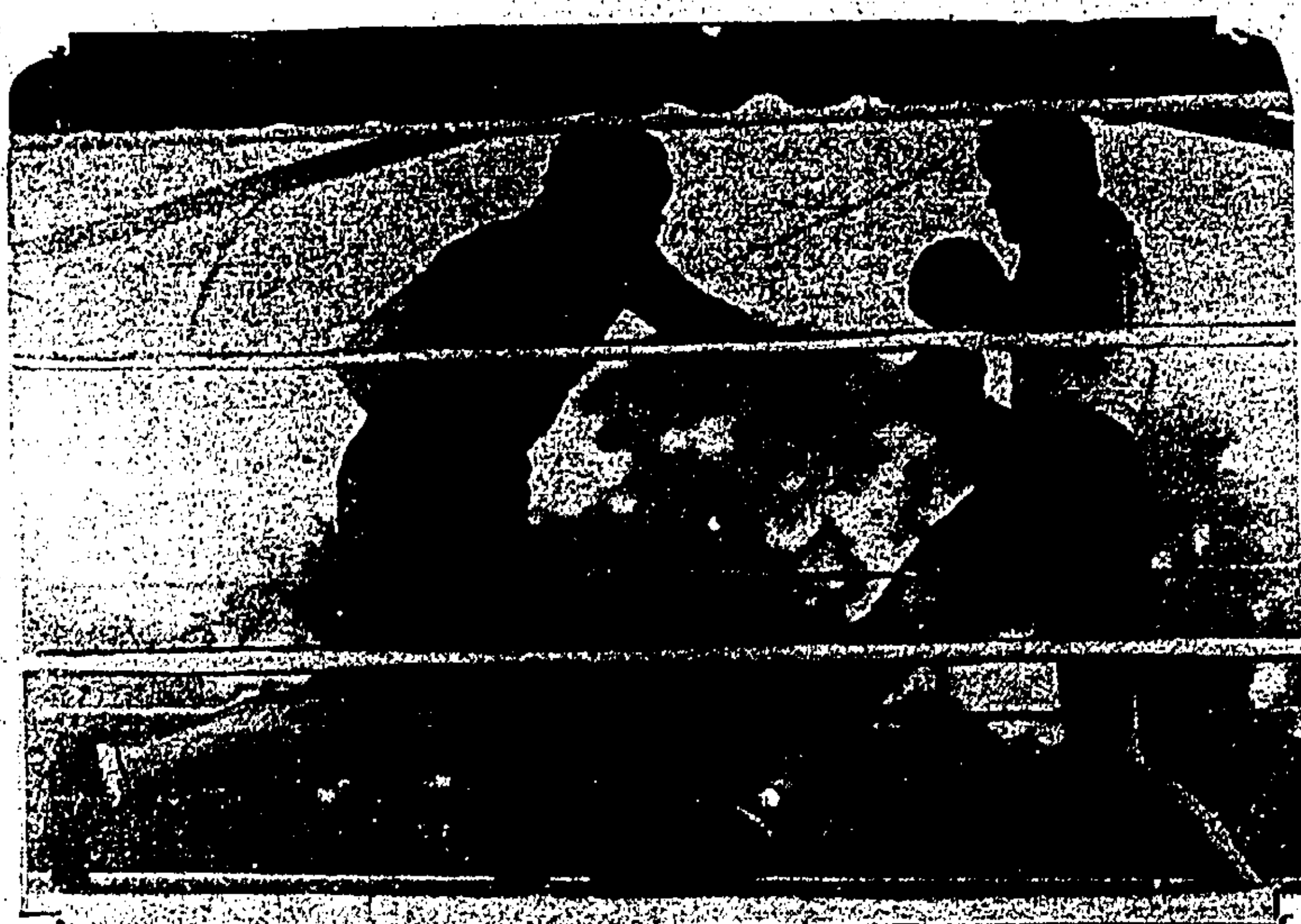
Jim Corbett is another ex-champion who is well fixed. Jim has kept busy in vaudeville for so many years that he has cleared quite a fortune, and, being smart, he has kept it. Jim started as a bank clerk and could buy a couple of banks now if he wanted to go back to the old trade.

None of the other heavyweight champions ever kept much of the big money they made fighting and showing. John L. Sullivan blew his as fast as he got it until he became wiser in his old age, earned enough to live on with a few years of monologues and lectures, and retired to a farm in Massachusetts. John still had a few thousand dollars when he died. About as much as a champion of to-day would get for two weeks on the stage.

### "FITZ" DIED IN POVERTY.

Bob Fitzsimmons, the greatest fighter of them all, world's middle-weight, heavy-weight, and light-heavy-weight champion, in turn, had about a hundred thousand dollars at one time but lost it through playing the stock market on tips from his "friends." Bob made

## The "Old Rock" Boring In.



Tom Heeney doesn't depend on any fancy footwork in his bouts, but he didn't fail to impress the experts by his "boring in" technique. He is here shown boxing with Jay Lawless, of Harrison, N.J., one of his sparring partners at his Fairhaven camp.

## DOG RACING.

### CHINESE AGITATION IN SHANGHAI.

#### COUNCIL POWERLESS.

Shanghai, Yesterday.  
The Municipal Council has issued a statement about greyhound racing, in which matter there has been much agitation against gambling, led by Chinese public bodies such as the Chamber of Commerce.

The statement declares that the Council is powerless to stop greyhound racing in the Settlement as long as there is some doubt whether the pari-mutuel is legal or illegal, and pending the decision of this issue the greyhound clubs are carrying on without licences from the Council. The Council are regarding the licences as in abeyance until such time as the British Authorities (the clubs being British) could make a ruling on the question of betting. Cash sweeps are now available for members only.—Reuter.

## REINSTATED.

### GERMAN ATHLETE EXPLAINS.

Berlin, Yesterday.  
Peltzer, the German runner, has been reinstated following a satisfactory explanation.—Reuter.  
[Peltzer was suspended for failing to participate in a Franco-German athletic meeting on Sunday last.]

## SOME WELL OFF.

### HOW BOXING CHAMPIONS HAVE FARED.

[By Robert Edgren.]

Jess Willard, former heavyweight champion, has just made two sales of Hollywood business lots that he bought after the Firpo fight, clearing a profit of 218,000 dollars. Jess has done well since he got out of the oil game and into real estate. They took him for about all he had, in oil, drove him back to fighting again, and Jess saved his pay for the Johnson and Firpo fights by putting the money into something more substantial than a lease on a hole in the ground.

Jack Dempsey is reported to have sold his Los Angeles hotel for 650,000 dollars, clearing up a hundred thousand on the deal. If he made that amount he earned it. The first two years his hotel lost so much money he had to go back to fighting to pay interest on his mortgages and cover expenses. Then he paid off the mortgages—and, with the aid of his brother Joe, put the hotel on a paying basis.

Another heavyweight champion, Jim Jeffries, lost practically everything he had a few years ago through heavy investments in a couple of bunk companies. Since then Jim has made quite a lot of money in real estate, and is again on "easy street." Just now he is doing a vaudeville turn with his brother, Jack Jeffries, more for the

about enough to live on in later fights and vaudeville engagements, and died poor after skating along the edge of actual poverty in his later years.

Tommy Burns made a fair stake as champion. Big money for those days when he demanded and got 30,000 dollars for fighting Jack Johnson in Australia. Burns went into business in Calgary, Ontario, and after various financial ventures in this country and England went back to the "fight game" as manager of a not particularly successful Belgian heavyweight.

Jack Johnson says lawyers got his money. Probably he had a couple of hundred thousand when he was champion. His legal troubles made him skip out to Europe. He lived in France, England, and finally Spain, where he played a bass fiddle in a restaurant. He made a little money fighting, but not much, and at last headed back toward the States, fought Willard in Cuba for 32,000 dollars paid in the ring before the fight began, and went back to Europe because he was still in legal difficulties in Chicago.

Eventually Johnson came to Mexico, boxed a couple of exhibitions, and crossed the line to give himself up. When he was square with the law, he was also broke. He made some money in coloured vaudeville, and recently has tried fighting again although over fifty years of age. He has been stopped by a couple of husky, gentle would have knocked, looping with ease in his good days. A pathetic figure, Johnson still smiles his "golden smile." That's the one

## MONEY & SHARES.

### TO-DAY'S QUOTATIONS.

|                                       |               |
|---------------------------------------|---------------|
| On London—                            |               |
| Bank, wire .....                      | 2/-           |
| Bank, on demand .....                 | 2/- 1/16      |
| Bank, 30 days' sight .....            |               |
| Bank, 4 months' sight .....           | 2/- 1/4       |
| Credita, 4 months' sight .....        | 2/1           |
| Documentary 4 months' sight .....     | 2/1 1/2       |
| On Paris—                             |               |
| On demand .....                       | 124 1/2       |
| Credita, 4 months' sight .....        | 131 1/4       |
| On Berlin—                            |               |
| On demand .....                       |               |
| On New York—                          |               |
| On demand .....                       | 48 1/2        |
| Credita, 60 days' sight .....         | 50 1/4        |
| On Bombay—                            |               |
| Wire .....                            | 133 1/4       |
| On demand .....                       | 133 1/4       |
| On Calcutta—                          |               |
| Wire .....                            | 133 1/4       |
| On demand .....                       | 133 1/4       |
| On Singapore—                         |               |
| On demand .....                       | 86 1/2        |
| On Manila—                            |               |
| On demand .....                       | 97 1/4        |
| On Shanghai—                          |               |
| On demand .....                       | 76 1/4        |
| 30 day's sight (private paper) .....  |               |
| On Yokohama—                          |               |
| On demand .....                       | 106           |
| Gold Leaf, 100 fine (per tael) .....  |               |
| Sovereigns (Bank's buying rate) ..... | 9.65          |
| Silver (per oz.) .....                | 26 1/2        |
| Bar Silver in Hong Kong .....         | 4 1/4 % prem. |
| Chinese Copper Cash nom. .....        |               |
| Chinese Copper Cents 6% prem .....    |               |
| Rate of Native Interest .....         | 7% p.m.       |
| Chinese Sub. Coin .....               | 30% dia.      |
| Hong Kong Sub. Coin Par.              |               |

### LONDON EXCHANGES.

|                      |            |
|----------------------|------------|
| London, Yesterday.   |            |
| Paris .....          | 124.25     |
| New York .....       | 48 1/2     |
| Brussels .....       | 34.90      |
| Geneva .....         | 25.20      |
| Amsterdam .....      | 12.10      |
| Milan .....          | 92.65      |
| Berlin .....         | 20.86      |
| Stockholm .....      | 18.13      |
| Copenhagen .....     | 18.13      |
| Oslo .....           | 18.13      |
| Vienna .....         | 34.425     |
| Prague .....         | 183 1/4    |
| Helsingfors .....    | 192 1/4    |
| Madrid .....         | 27 1/2     |
| Lisbon .....         | 2 7/8      |
| Athens .....         | 37 1/2     |
| Bucharest .....      | 79 1/2     |
| Rio .....            | 5 23/32    |
| Buenos Aires .....   | 47 23/64   |
| Bombay .....         | 1/5 18/16  |
| Shanghai .....       | 2/7 1/2    |
| Hong Kong .....      | 2          |
| Yokohama .....       | 1/10 21/32 |
| Silver Spot .....    | 26 1/4     |
| Silver Forward ..... | 26 1/4     |

—British Wireless Service.

### THE SHARE MARKET.

| Stock                       | Hong Kong Stock Exchange |
|-----------------------------|--------------------------|
| T.T. on London .....        | 2/-                      |
| T.T. on Shanghai .....      | 76 1/4                   |
| Bank.                       |                          |
| Hongkong Bank .....         | \$129 1/4                |
| do. Lon. Reg. .....         | \$133 1/4                |
| Chartered Bank .....        | \$22 1/4                 |
| Mercantile A. & B. .....    | \$26                     |
| do. C. .....                | \$14 1/4                 |
| P. & O. Bank .....          | \$34                     |
| Bank of East Asia .....     | \$77                     |
| Insurance.                  |                          |
| Canton Insurance .....      | \$405 b & as             |
| Union Insurance .....       | \$387 1/4 b 369 as       |
| North China Insurance ..... | \$146                    |
| Yangtze Insurance .....     | \$1550                   |
| China Underwriters .....    | \$2.55                   |
| China Fire Insurance .....  | \$260                    |
| H.K. Fire Insurance .....   | \$305                    |
| Shipping.                   |                          |
| Douglas .....               | \$38 1/4                 |
| H.K. Steamboat .....        | \$387 1/4 b 20 as        |
| H.K. Tugs & Lighters .....  | \$2                      |
| Indo-China (Pref.) .....    | \$35                     |
| do. (Def.) .....            | \$72 1/4                 |
| Shall Transport .....       | \$110/-                  |
| Water-works .....           | \$21                     |
| Mining.                     |                          |
| Banquet .....               | \$2.15                   |
| Kailash Mining Ad. .....    | \$5/-                    |
| Langkai (Combined) .....    | \$10 1/4                 |
| do. (Single) .....          | \$7 1/4                  |
| Shanghai Explorations ..... | \$2.45                   |
| Shanghai Loans .....        | \$73 1/4                 |
| Rauha .....                 | \$4 1/4                  |
| Tromoh Mines .....          | \$17 1/8                 |
| Docks, Wharves.             |                          |
| H.K. & S. Wharves .....     | \$138                    |
| H.K. & W. Docks .....       | \$37                     |
| China Providents .....      | \$5.65                   |
| Hongkong .....              | \$155                    |
| New Engineering .....       | \$5                      |
| Shanghai Docks .....        | \$100                    |
| Cotton Mills.               |                          |
| Ewo Cottons .....           | \$8.00 b 9 s             |
| Oriental Cottons .....      | \$2.40                   |
| Shai Cottons (Old) .....    | \$6 1/4                  |
| do. (New) .....             | \$27 1/4                 |
| Lands, Hotels & Bldgs.      |                          |
| H.K. & S. Hotels .....      | \$8.55                   |
| Hongkong Lands .....        | \$60 1/4                 |
| Shanghai Lands .....        | \$138                    |
| Sunbury Estates .....       | \$14.80                  |
| Hongkong Realities .....    | \$7 1/4                  |
| H.K. Territorials .....     |                          |
| Prince's Buildings .....    |                          |
| Public Utilities.           |                          |
| H.K. Tramways .....         | \$24.20 b & as           |
| Peak Tram (old) .....       | \$15                     |
| do. (new) .....             | \$3.35                   |
| Star Ferry .....            | \$34 1/4                 |
| China Lights (comb.) .....  |                          |
| do. (old) .....             | \$12.80                  |
| do. (new) .....             | \$12                     |
| do. 1928 issue .....        | \$12                     |
| H.K. Electric .....         | \$50                     |
| Electric (new) .....        | \$50 1/4                 |
| Macao Electric .....        | \$23 1/4                 |
| H.K. Telephones .....       | \$6.80                   |
| China Buses .....           | \$11                     |
| Singapore Traction .....    | \$12/-                   |
| do. Pref. .....             | \$17 1/8                 |
| Industrials.                |                          |
| China Sugars .....          | \$1 1/4                  |
| Macao Sugars .....          | \$17                     |
| Canton Ice .....            | \$3 1/4                  |
| Cement (comb.) .....        | \$5.40                   |
| do. (old) .....             | \$8                      |
| do. (new) .....             | \$1 1/4                  |
| H.K. Ropes (old) .....      | \$6.85                   |
| do. (new) .....             | \$6.80                   |
| United Asbestos .....       | \$5                      |
| Stores & Co.                |                          |
| Dairy Farms .....           | \$22.20                  |
| Watsons .....               | \$14 1/4                 |
| Der A. Wings .....          | \$50 cts.                |
| Jane Crawfords .....        | \$2 1/4                  |
| Blackstone .....            | \$9 1/4                  |
| Sunbury .....               | \$9 1/4                  |
| Wm. Powells .....           | \$8.20                   |
| Miscellaneous.              |                          |
| H.K. Amusements .....       | \$26 1/4                 |
| H.K. Constructions .....    | \$1.85                   |
| B. Ind. G. Bonds .....      | \$4 1/4                  |
| H. K. Govt. Loans .....     | 6% Prem. 0               |

# WURM'S "STOMACH DOCTOR"

## THE BEST BITTER FOR THE STOMACH.

### EATING WITHOUT APPETITE:

drink one liquor-glass "WURM" before repast.

### FOR DEFICIENT DIGESTION:

drink one liquor-glass "WURM" after repast.

### FOR DISORDER OF THE STOMACH:

drink two liquor-glasses "WURM" at all times.

BEFORE DINNER, AND BEFORE GOING TO BED ONE "WURM" IS THE BEST REMEDY FOR ALL DISORDERS OF THE STOMACH.

Obtainable at

THE WING ON CO., LTD.

# CLEAN SWEEP SALE NOW ON Bargains in All Depts.

YEE SANG FAT CO.

## BUSINESS DIRECTORY.

### Bookbinders.

THE "CHINA MAIL," Bookbinders.  
No. 3a, Wyndham Street.

### Dentist.

HARRY FONG, Dentist.  
1st floor, No. 74, Queen's Road Central Tel. Central No. 1255.

### Electrical Supplies.

THE GLOBE FOOK CHEONG ELECTRICAL SUPPLY CO., LTD.  
72, Queen's Road, Central.  
Tel. C. 3270.

### Engineers & Shipbuilders.

W. S. BAILEY & CO., LTD.  
Engineers and Shipbuilders, Kowloon Bay.  
New Work & Repairs.  
Call Flag "L".  
Sole Agents for Kelvin Motors.

### Hair Dressers & Booksellers.

LEE YEE,  
Ladies' and Gentlemen's Hair Dressers and Booksellers.  
No. 12, D'Aguilar Street. (opposite Queen's Theatre).

### Hair Dressing Saloon.

HANSON SKEY,  
Ladies' and Gentlemen's First Class Hair Dressers.  
45, Des Voeux Rd. C., H.K.

### Optician.

THE HONG KONG OPTICAL CO.  
Phone 2232.  
53, Queen's Road Central.

### Printers.

"THE CHINA MAIL" General Printers.  
Publishers and Bookbinders.  
3a, Wyndham Street. Tel. C. 22.

## THE CALL FOR ECONOMY and THE COST OF LIVING.

To those who realize the urgent necessity for greater economy add to those who are confronted with the great problem of the increased cost of living, we would suggest that one of the foremost factors in reducing expenses is the intelligent and consistent cultivation of home gardens.

GRACA & CO.,  
Dealers in Vegetable and Flower Seeds.  
No. 16, Wyndham Street, P.O. Box 620, Hong Kong.

## BRINGING UP FATHER.





# WORLD NEWS IN PICTURES.

"Her Spirit Will Exonerate Me."



So declared Maxwell Bodenheim poet and novelist, when friends found him stopping in the "Peggy" cottage at Providence R.I. He willingly accompanied them to the train en route to New York, whence he fled following the suicide of pretty Virginia Drew, a writer.

"Lady Lindy" Sightseeing.



Just to while away a few hours during her visit to Chicago, Miss Amelia Earhart, known as "Lady Lindy," and Mrs. Wilmer Stuliz, wife of the trans-Atlantic flier, went sightseeing in one of the big ships of the Grey Goose Airlines. They are pictured here in the plane's commodious stateroom just prior to taking off.

Where Four Men Were Killed.



Above is the scene near Mincola, Ill., of the fatal plunge of a Wabash double-header freight train through a washed out trestle. Both engineers and firemen were crushed to death in their cabs.

Tom Felix and Pat Talk It Over.



Pat Sullivan, left, comic artist, and his protégé Felix the Cat, spent a few hours at Tom Heeney's Fairhaven training camp. Felix was particularly charmed by a kittenish little feline beauty who makes her home in the Rumson Farms stables.

Plan to "Storm" Democratic States.



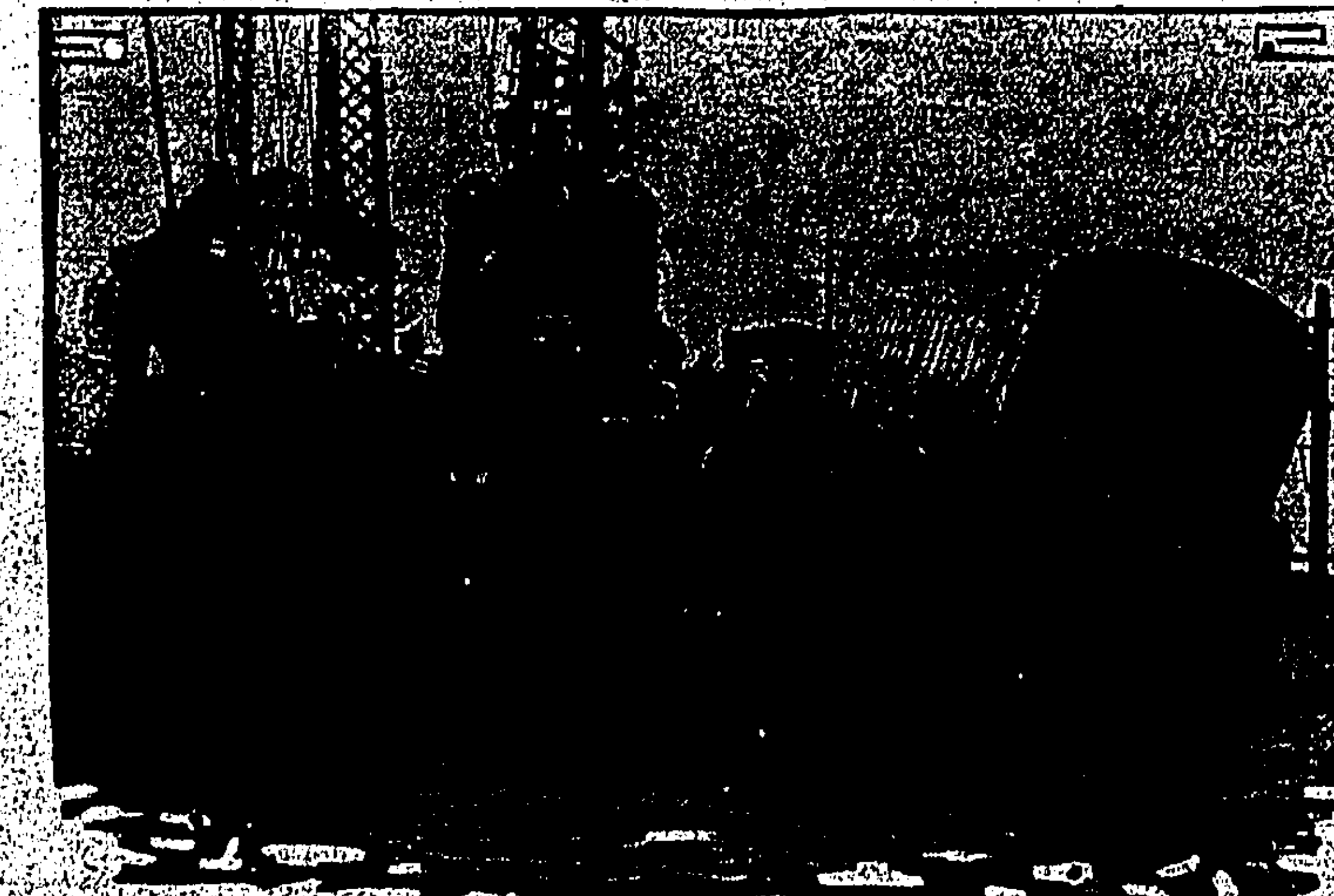
That the Republican campaign will be most fiercely waged in those states where there is a chance to "pick up" disgruntled Democratic voters was made clear following a conference in New York of the G. O. P. national committee. The picture shows, l. to r., Jeremiah Milbank, eastern treasurer; Daniel E. Fomero, vice-chairman; Dr. Herbert Work, chairman; Franklin W. Fort, secretary, and Senator George Moses, eastern manager.

Beat Old Moon Around the Globe.



John F. Shory, official timer, is shown at left clocking John Henry Mars and Captain Charles B. D. Collier upon their arrival at the Battery, New York City, the point from which they started on their record-breaking trip around the world. Their time was 28 days, 16 hours, 21 minutes, 8 seconds, as compared with the former record of 28 days and 15 hours hung up by the Wells-Evans expedition. It requires the moon 27 days and five hours to circumnavigate the globe.

After Dive Through Open Draw.



That only six passengers were injured when part of a Long Island train plunged through an open drawbridge between Broad Channel and Hammel's Station, near Rockaway, is regarded by many as almost a miracle. The above picture shows one car partially submerged. Railroad officials declare the modern car by a "stop" signal.

## THE TELEPHONE HANDBOOK.

JULY-DECEMBER, 1928.

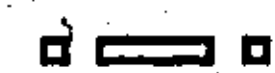
NOW ON SALE

Price - \$1.00.

(SPECIMEN PAGE).

- Central-22 "CHINA MAIL" (Newspaper), 3a, WYNDHAM ST.  
Central-22 HONG KONG DOLLAR DIRECTORY CO., 3a, Wyndham St.  
Central-22 HONG KONG HERALD PUBLISHING CO., 3a, Wyndham St.  
Central-22 HONG KONG SUNDAY HERALD, 3a, WYNDHAM ST.  
Central-22 NEWSPAPER ENTERPRISE, LTD., 3a, Wyndham St.  
Central-22 Sunday Herald, The, 3a, Wyndham St.  
Peak-22 H.K. Tramways, Ltd., General Manager's Res., 358, The Peak.  
Peak-22 Bellamy, L. C. F., Res., 358, The Peak.  
Kowloon-22 Green Island Cement Co., Cement Works, Hok-on.  
Central-23 Anderson, Dr. J. W., Office, Alexandra Bldg.  
Central-23 Aubrey, Dr. G. E., Office, Alexandra Bldg.  
Central-23 Durran, Dr. J., Office, Alexandra Bldg.  
Central-23 Macgown, Dr. J. C., Office, Alexandra Bldg.  
Central-23 Jordan, Pierce-Grove, Aubrey, Macgown, Anderson & Durran, Drs., Alexandra Bldg.  
Peak-23 Butterfield & Swire, Little, J. H., Res., 163, The Peak.  
Kowloon-23 Ye Fong Chan, 136, Temple St.  
Central-24 Tak Shun Bank, 155, Queen's Rd. C.  
Peak-24 Reeve, G. W., Res., 112, The Peak.  
Kowloon-24 Dixon, H., Res., 4, Lyssmoon Villas.  
Central-25 H.K. & Whampoa Dock Co., Ltd., Aberdeen Dock, Aberdeen.  
Peak-25 Dyer, R. M., Res., 505, The Peak.  
Peak-25 H.K. & Whampoa Dock Co., Ltd., Chief Manager's Res., 505, The Peak.  
Kowloon-25 Eastern Store, 314, Nathan Rd.  
Central-26 Alice Memorial Hospital, 72a, Hollywood Rd.  
Peak-26 Matilda Hospital, 167-169, The Peak.  
Peak-26 Sanders, Dr. J. Herbert, 187, The Peak.  
Kowloon-26 Tin Chan, 51, Apiliu St.  
Central-27 Ross, Alex. & Co. (China), Ltd., Prince's Bldg.  
Peak-27 Yapp, P. A., Res., 519, The Peak.  
Kowloon-27 Bond, C., Res., 106, Kowloon Tong.  
Central-28 Police Station, Shaukiwan.  
Peak-28 Chubb, S. F., Res., 50a, The Peak.  
Kowloon-28 "Kautsford Terrace," Private Hotel, 1, Kautsford Terrace.  
Central-29 Mackintosh & Co., Ltd., Alexandra Bldg.  
Kowloon-29 Durran, Dr. J., Res., 80, Nathan Rd.

Every Telephone Subscriber should have this valuable handbook, which contains all telephone numbers in numerical order.



THE HONGKONG DOLLAR DIRECTORY CO.

3a, Wyndham Street.

## KNOW CHINA

Lack of knowledge of China, the Chinese, their Art, Literature, Folklore, Traditions, History, Drama and Philosophy is one of the main causes contributing to misunderstanding and race antagonism in this country.

## THE CHINA JOURNAL

has been established for the precise purpose of making China, the Chinese and all that the country contains and stands for known to the World at large.

A High-Class, Profusely Illustrated Monthly Magazine, containing numerous articles by Experts. Thoroughly Authentic.

SUBSCRIBE NOW AND

## KNOW CHINA

ANNUAL SUBSCRIPTION: \$10.00 (Shanghai Currency)  
Post free in China; \$1.00 extra in Hongkong and abroad.

Single Copies: \$ 1.00

At any Bookstore or direct from the Office of

THE CHINA JOURNAL  
8 Museum Road, Shanghai.



# THE MOTORISTS' PAGE

**POWER and SPEED**  
with **SILENCE,**  
**SAFETY and ECONOMY.**

THAT'S  
**B. S. A.**  
**MOTOR CYCLES**

THE MOST RELIABLE OF ALL MACHINES.

COME & SEE THE MODELS IN STOCK.

**THE SINCERE CO., LTD.**  
SOLE AGENTS.

## AUTO-TOTAL

THE MOST EFFECTIVE FIRE  
EXTINGUISHER FOR

**MOTOR CARS**  
NO PERIODIC REFILLING.

Contents Never Deteriorate.  
Harmless to Upholstering, Machinery,  
Or Rotative Parts.  
Contains no Grinding Properties.

AGENTS:—

KELLER, KERN & CO., LTD., 16/19, Connaught Road C.

## BUYERS' GUIDE

### MOTOR CARS.

**ARMSTRONG SIDDELEY**—Hongkong Hotel Garage, Queen's Road. C.4759.  
**BUICK**—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.  
**CADILLAC**—Hongkong Hotel Garage, Queen's Road. C.4759.  
**CHEVROLET**—Hongkong Hotel Garage, Queen's Road. C.4759.  
**CHRYSLER**—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.  
**HANOMAG**—Wai On Tseung, Ltd., 243 Des Voeux Road, C. Tel. C. 711.  
**MORRIS**—Hongkong Hotel Garage, Queen's Road. C.4759.  
**OAKLAND**—Lane, Crawford, Ltd.  
**OLDSMOBILE**—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.  
**PACKARD**—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.  
**PONTIAC**—Lane, Crawford, Ltd.  
**ROLLS-ROYCE**—Hongkong Hotel Garage, Queen's Road. C.4759.  
**SINGER**—Gilman & Co., 4a, Des Voeux Road Central.  
**STUDEBAKER**—Hongkong Hotel Garage, Queen's Road. C.4759.  
**VAUXHALL**—Lane, Crawford, Ltd.  
**WHIPPET**—Gilman & Co., 4a, Des Voeux Rd., C.  
**WILLYS-KNIGHT**—Gilman & Co., 4a, Des Voeux Road Central.

### MOTOR TRUCKS AND TRACTORS.

**CHEVROLET**—Hongkong Hotel Garage, Queen's Road. C.4759.  
**FEDERAL TRUCKS**—Kin Cheong Hong, 37, Connaught Road C. Tel. C. 6.  
**G.M.C.**—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.  
**GUY**—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.  
**MORRIS**—Hongkong Hotel Garage, Queen's Road. C.4759.  
**STUDEBAKER**—Hongkong Hotel Garage, Queen's Road. C.4759.  
**WILLYS KNIGHT TRUCKS**—Gilman & Co., Ltd., Des Voeux Rd. C.

### MOTOR CYCLES.

**B. S. A.**—The Sincere Co., Ltd., Des Voeux Road. C.1087.  
**NEW HUDSON**—A. Lung & Co., 19, Queen's Road C. Tel. C. 1219.  
**RALEIGH**—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.  
**ROYAL ENFIELD**—A. Lung & Co., 19, Queen's Road C. Tel. C. 1219.

### TYRES AND ACCESSORIES.

**ACCESSORIES**—Hong Kong Hotel Garage, Queen's Road. C.4759.  
**ACCESSORIES**—The Durd Motor Co., Nathan Road, Kowloon. K.226.  
**AUTO-TOTAL FIRE EXTINGUISHERS**—Keller, Kern & Co., Ltd., 16-19, Connaught Road, Central.  
**COLUMBIA BATTERIES**—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. C.1247.  
**FIRESTONE TYRES**—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. C.1247.  
**MILLER ACCESSORIES**—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.  
**MILLER TYRES**—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.  
**PRESTOLITE BATTERIES**—Hongkong Hotel Garage, Queen's Road. C.4759.

### LOW PRICED CARS.

BUYERS SMALLER THAN BIG  
CAR OWNERS?

FAMILY VEHICLES.

Why is it that low-priced cars have always been small, and that the lower priced they are the smaller they seem to be? asks J. W. Frazer, Chrysler and Plymouth sales manager.

"To say that buyers of low-priced cars are smaller physically than those of higher priced ones is plain foolishness," says Mr. Frazer. "Furthermore, owing to the prevalence of larger families among those in more moderate financial circumstances, low-priced cars generally carry more persons per car than those of higher price. The former is truly the family car—the only one that family has. It serves both parents and children alike at all times.

"Commensurate to his pocket-book, the buyer of a low-priced car wants and has the right to expect just as much as the manufacturer can possibly give him in size, comfort, distinctiveness, performance, style and luxuriousness, as the man who can afford to pay more. Somehow, everyone seems to have overlooked that until now, when it is brought out forcibly in the new Plymouth.

Chrysler-Plymouth.

"Just how much these conveniences are demanded by buyers in the low-priced field is evidenced by the tremendous popularity the new Chrysler Plymouth already has created. Dealers all over the country are reporting that never before have they received such enthusiastic comments over a low-priced car as they are receiving about the Plymouth. Buying orders are coming to the factory by the thousands. Such spontaneous enthusiasm can mean only one thing—that the Chrysler Plymouth has filled a definite want of long standing, and that scores of thousands of buyers of low-priced cars are turning to it for their next automobile.

"The Chrysler Plymouth is giving the buyers of low-priced cars the utmost they can get for their money, in comfort, size, distinctiveness, luxury and performance. That is why this new Chrysler-built car already is revolutionizing the entire low-price field."

### NEW VOGUE.

CHRYSLER'S LATEST  
ACHIEVEMENT.

THE "75" AND "65."

In their new "75" and "65," Chrysler executives believe they have introduced an entirely new style which will be the vogue of the future for all motorists. J. E. Fields, vice-president in charge of sales, points out that every line, arc, oval and curve has been blended into a body ensemble that has never been achieved in any other car. Thorough study of the Greek theory of dynamic symmetry, plus known supplementary modern laws, has resulted in a co-ordination of the car's visual picture that is absolute, he says—a result in motor car beauty and symmetry never before achieved.

Chrysler body design experts have devoted the greater part of three years in their effort to overcome difficulties that heretofore have proved insurmountable. They have combined, for the first time, the entire ensemble of a motor car into a co-ordinated whole. During all this period they have worked with the idea in mind finally of producing a car that would forever replace all motor car styles, giving the public a freshness and beauty in design that would be lasting.

Attained Goal.

"There is no more reason why a motor car should lack any of the virtues of gracefulness, artistry or beauty than there is why the furniture should lack them," says Mr. Fields. "With a definite and thorough understanding of the basic fundamentals, there is no limit to the achievements possible to body designers."

### CAR TRIAL.

INTERNATIONAL EVENT IN  
POLAND.

COURSE OF 1,828 MILES.

The International Car Trial organised by the Polish Automobile Club, which took place between June 17 and 24, is one of the most important and difficult reliability trials in Europe.

The course, of 1,828 miles, is a difficult one on account of the heavy roads which are, in some parts of the country, in a truly deplorable condition. The extremely severe regulations seem to have been drawn up in conjunction with the War Ministry (who offered a special prize) with the view of making the trial an eliminatory test for finding out which amongst the world's leading makes is the most suited to the difficult state of the country's roads. Twenty-eight cars representing the principal European and American makes took part in the trial, i.e. 5 Stays, 3 Austro-Daimlers, 2 Stetys, 3 Tatras, 3 Bugattis, 4 Renaults, 3 Fiat, 2 Lancias, 1 Ansaldo, 1 Chrysler and 1 Overland-Whippet.

The adverse effects of the bad road conditions made themselves felt from the first day, in which three cars were forced to retire. In the following days six more cars shared the same fate.

In spite of the great difficulties encountered, the Fiat team of three model 509 cars arrived intact at the finish, placing themselves in the General Classification as follows:—1st absolute, Lilliano on 509 Fiat 2nd " Rahnenfeld on 509 Fiat 5th " Perczynski on 509 Fiat The Fiat's victory is all the more creditable when it is remembered that all the competing cars were of larger cylinder capacity, varying from the 4,800 c.c. of the Stays, to the 1,100 c.c. of the Tatras, and including the Chrysler, 3,775 c.c., Bugatti, 2,992 c.c. and 2,800 c.c., Lancias, 2,570 and 2,870 c.c., Overland-Whippet, 2,150 c.c. and Austro-Daimler, 2,996 c.c. The Model 509 Fiat is only of 990 c.c.

Fiat's Triumph.

Warsaw's principal newspaper commenting on the results of the Trial says:—

"The Fiats triumphed all along 'the line in the final classification, 'as they made excellent times, did 'the whole course without sustaining the slightest damage, 'took the Koclerz hill in fine style 'and, in a word, not equalled, but 'surpassed certain cars of three 'times their power and price."

The qualities of the 509 Fiat could not be more lucidly and concisely expressed. This opinion is based on the reality of facts and is all the more worthy of consideration in that it comes from a foreign newspaper, called upon to review a series of cars representing the foremost names in the world's automobile industry, and it could not therefore be suspected of partiality. With the first prize in the final classification of this trial, and the other awards won, the 509 Fiat adds fresh leaves to its laurels, which already bear such splendid testimonies to its prowess as the "Tour of Italy," the "Thousand Miles Cup," the Tunis-Tripoli run, the Bucharest-Monte Carlo run and the Tour of Roumania, in which the little 509 entered the field to uphold the traditions of our national automobile industry.

The Polish Automobile Club held a reception in Warsaw in honour of the winners, at which all the City authorities were present.

the achievements possible to body designers.

"Chrysler engineers, in the new '75" and '65," have attained a goal in beauty, style and artistry that is absolute. It has given the public something finer in artistry than has ever been available. Heretofore, because it has, first of all, gained a definite and thorough understanding of body design's basic fundamentals, and has followed these principles through to their accomplishment that is brand new and wholly correct.

That is why I say that Chrysler has achieved a new style which will be the vogue of all motor car design during the years to come."

## COMFORT

Haven't you always wanted a car where the comfort of an arm chair was maintained mile after mile, throughout a day of rapid travel, over roads both good and bad?

In the New Oldsmobile Six there is room to stretch your legs, the seats are moulded to the form of your back. Springs are long and wide and the hydraulic shock absorbers remove even the small jars.

Here you have comfort and riding qualities built right into the car. They will not vary as you flash, care-free, past thousands and thousands of milestones.

Touring ..... M\$2,500.00

Roadster ..... M\$2,500.00

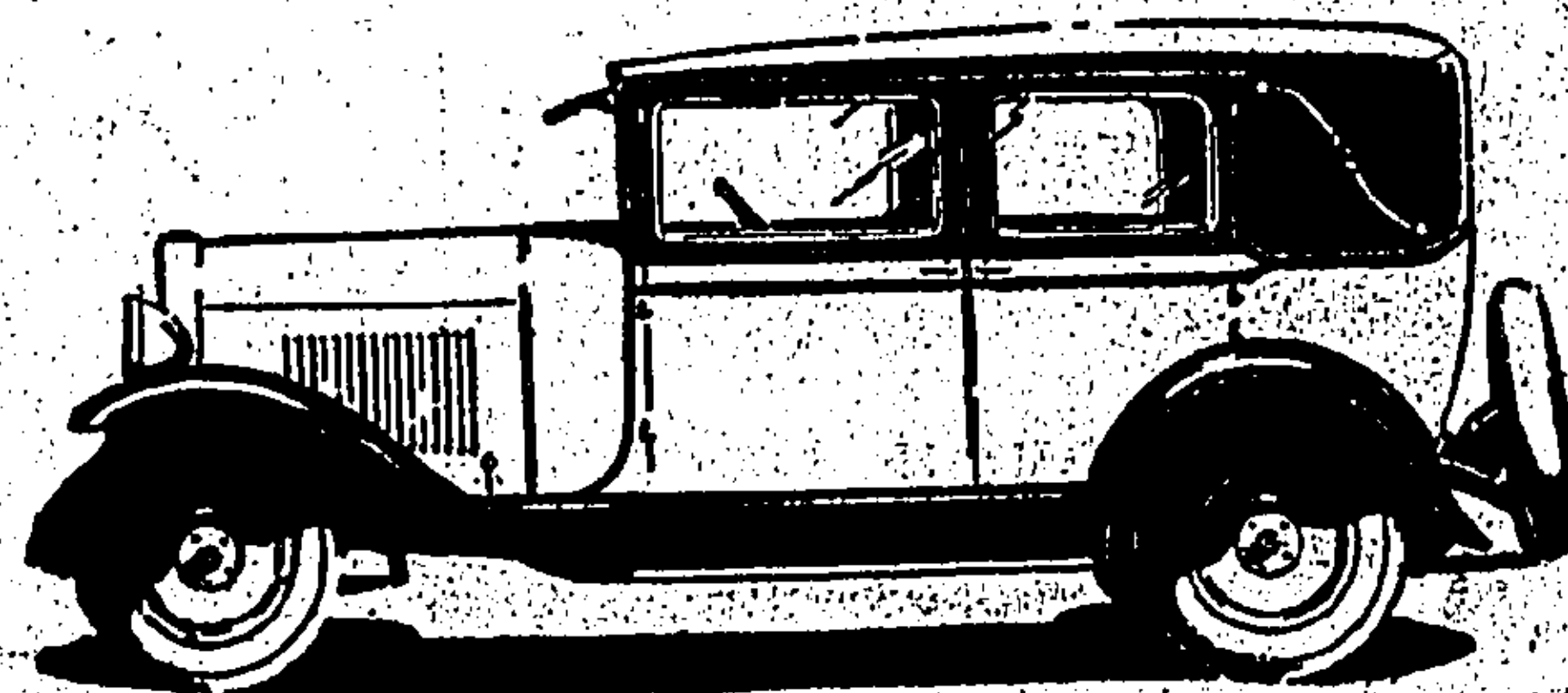
Sedan (2-door) ..... M\$2,600.00

Sedan (4-door) ..... M\$2,800.00

**THE DRAGON MOTOR CAR CO., LTD.**

Telephone Central 1246 or 1247.

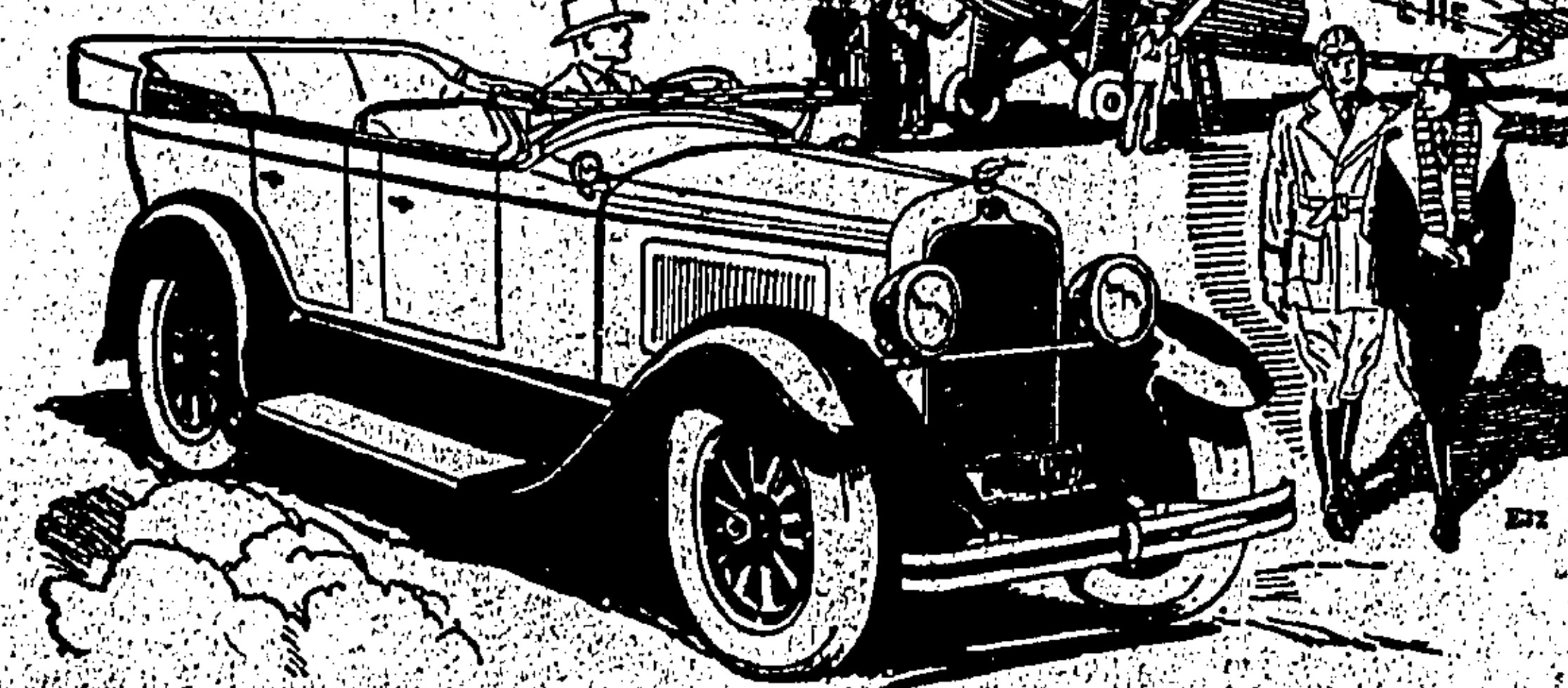
33, WONG NEI CHUNG ROAD, HAPPY VALLEY.



YOU CAN BUY A BIGGER CAR BUT NOT A BETTER ONE.

**40 miles per hour when New**  
**over 60 m. p. h. Later!**

**STUDEBAKER**  
**DIRECTOR**



AGAIN you benefit from Studebaker's advanced engineering, precision building, and practice of thoroughly "running in" each car at the factory. No more need you run your car slowly for the first 500 miles to break it in. You can safely drive your Studebaker 40 miles per hour the day you buy it!

Later you will thrill to the eager power which made possible this new Studebaker Director winning the championship in its price class by racing 1483 miles in 1440 minutes!

Under official supervision, a Studebaker Director sedan traveled 24 consecutive hours at 61.79 miles per hour average! Unsurpassed proof of Studebaker's ability and durability. After the first 1000 miles you need change engine lubricant and grease the chassis of your new Studebaker Director only once every 2500 miles! Again you benefit from the genius of Studebaker's 800-acre Proving Ground and other research facilities.

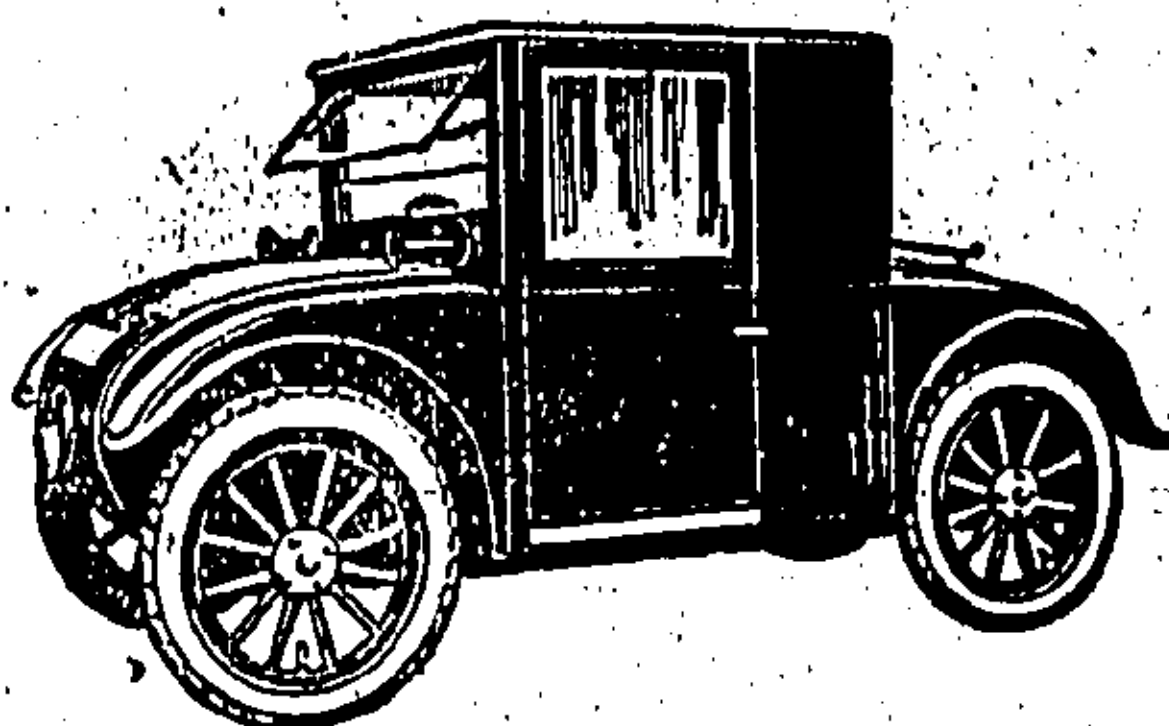
**THE HONG KONG HOTEL GARAGE**  
25 Queen's Road Central Tel. Central 4759.

**STUDEBAKER**  
BUILT BY QUALITY VEHICLES FOR 37 YEARS



## HANOMAG CAR

RUNS 60 MILES TO THE GALLON.

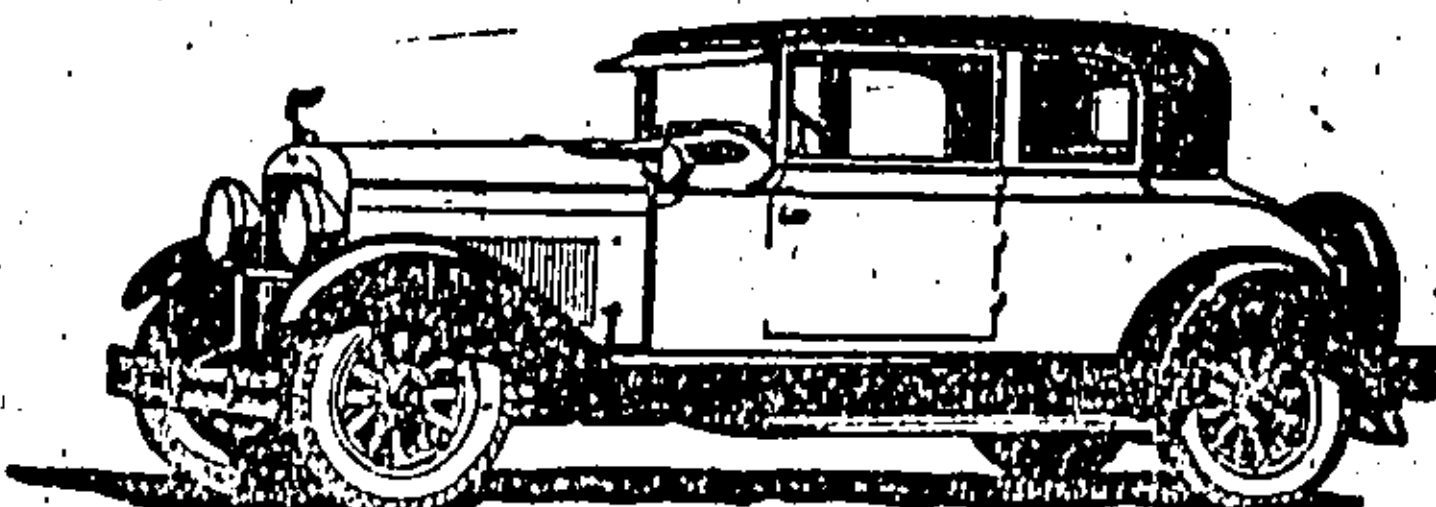


RELIABLE, ECONOMICAL AND CHEAP.

Sole Agents:

WAI ON TSEUNG, LTD.  
243, Des Voeux Road Central. Tel. C. 711.

1928



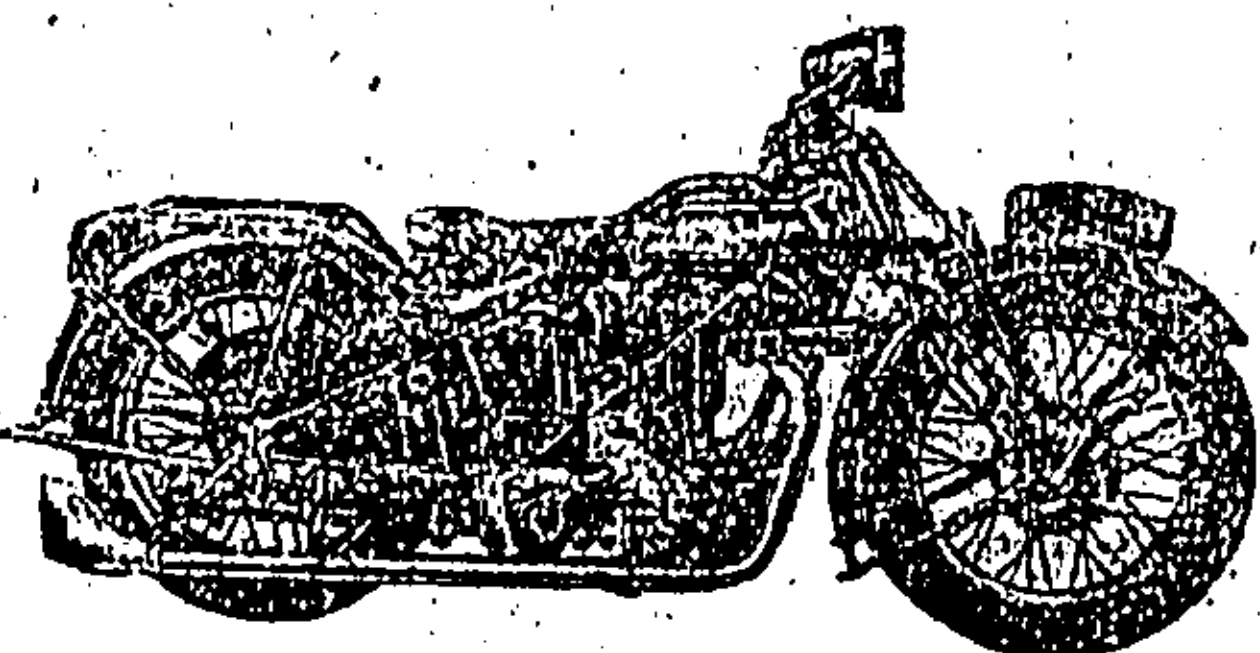
## ESSEX COUPE

H.K. \$2,500.00

Completely Equipped.

Sole Agents:—

KIN CHEONG HONG.

37, Connaught Road Central.  
Tel. C. 6.

## MONET-GOYON

NEW SHIPMENTS OF THE LATEST MODELS ARE  
EXPECTED AT AN EARLY DATE.

CALL AND BOOK YOUR MACHINE NOW.

For full particulars apply to

THE FRENCH MOTOR CYCLE CO.

46, Nathan Road, Kowloon.

## STRAIGHT EIGHTS.

STUDEBAKER'S NEW  
PRESIDENT.

MANY REFINEMENTS.

In the new President Straight Eight, the Studebaker Corporation of America offers the supreme achievement of its 76 years of quality manufacture. Although the new President is offered at a new low price, it has been built without stint in any detail that makes for beauty, luxury and comfort.

The refinements of this leader of the Studebaker line of cars are a fitting tribute to the President's spectacular performance. Last April, the President gave conclusive proof of its speed and endurance by breaking all official American stock closed car records for distances up to 2,000 miles and for periods from 1 to 24 hours.

The President Straight Eight engine offers 109 horsepower, producing 80 miles an hour. Two five and two seven passenger Sedans, a Victoria for four, two Cabriolets for four, a seven passenger State Limousine, a smart Sport Roadster for four and a seven passenger Tourer are included in the President lines. State models include 6 wire wheels, the two spares being carried in front mudguard wells. Such luxury features as cigar lighters, smoking sets, silk assist cords, vanity cases and antique finished door panels enriched by etched silver medallions are found among these models.

## NEW RADIATOR DESIGN.

Lines of the new President are as modern as to-day's newspaper. Fleet, untiring performance is suggested by low, sweeping body lines, which are accentuated by deeply crowned mudguards, swung low over the wheels. Roof lines are low and graceful, terminating in a jaunty "polo cap" visor. The new radiator is deep and narrow and its shell is chromium plated. The radiator cap is of flat type and carries a winged motif of championship speed, a motif which is carried out in the massive headlamps and side lamps. Headlamps, side lamps, cowl heading and "other bright" surfaces are also finished in chromium. A new emblem set on the tie rod between headlamps, carries a graceful figure "8." Hubcaps have been enlarged and finished in chromium.

Colour combinations embody many of the latest shades dictated by fashion authorities. Body panels are antiqued in attractive shades and delicate pin striping completes the colour schemes.

## COLOUR BEAUTY.

The interiors reflect the artistry of the master coach-builder and the deft hand of an expert interior decorator. Harmonising shades of mohair or broad cloth upholstery will hold the eye of the feminine observer. The broad lounge cushions are luxuriously deep and form fashioned along lines entirely different from conventional practice. The contour of the seat backs and cushions fits the human body to a degree that has never been accomplished before. Tops of front seats are treated with the same construction that has made overstuffed divans so popular.

Silk curtains at both back and rear quarter windows, silk assist cords, heavily upholstered arm rests, antique finished door panels with etched silver medallions, heavy Wilton velvet carpets, upholstered foot rests, large door pockets and heavy ornamental robe rails are features that will appeal to Milady.

Unusual care has been taken to provide comfort. Ball bearing spring shackles add another chapter to Studebaker's engineering achievements. Studebaker is the first manufacturer to adopt this new type of shackle, which increases comfort, eliminates squeaks, rattles and adjustments. They require inspection only at 20,000 mile intervals when lubricant may be added if necessary.

The adoption of ball bearing spring shackles was announced by Studebaker after tests totalling more than 177,000 miles on 13 test cars. These tests were made on Studebaker's 800-acre Proving Ground and over U.S. trans-continental roads. During the entire time, there had been no bearing failures and the shackles were performing as quietly and smoothly as the day they were applied. Even though some of the test cars had attained more than 35,000 miles, it was not necessary to add lubricant to any of the test shackles.

Coupled with deep upholstery and hydraulic shock absorbers, these new spring shackles ensure unexcelled riding comfort.

Unusual care has been taken to provide a delicacy of control that will give the faintest proved hand complete mastery of the President's great power and speed. A new flat-type, thin-2,600 miles. A perfected lubrication system makes it necessary to rubber-moulded over a steel base, remove general chassis lubrication is adjustable to the preference of only at similar driving periods.

## VERY POPULAR.

LOW PRICED SIX HAS WIDE  
ACCEPTANCE.

THE NEW WHIPPET.

In the immediate acceptance of the new Whippet Six which made its initial appearance a short time ago, authorities of the motor industry see the beginning of a new trend in the construction of light six motor cars. They declare that this car strikes a noteworthy achievement in design, quality, price and performance in the light six cylinder field, as did the Whippet Four in its classification two years ago.

The introduction of the new Whippet brought to the automobile market the lowest priced six cylinder car in the world. Equipped with a seven-bearing crankshaft, full force feed lubrication and many other features of high quality, this car has a performance rating that is said to equal that of many higher priced cars.

Although the Whippet Six has been on the market only a short time it already has established an unusual performance record. This has resulted in a continuous growth of the surprising buyer demand which greeted the initial introduction of the new type Six.

The demand for Whippet Four cars is also at the highest point in the history of that organization, having increased constantly since the first of the year when Mr. John N. Willys announced the drastic price cuts which brought the Whippet Four in direct price competition with the lowest priced fours in the world.

Executives of the company state that despite the high production programme, the enlarged manufacturing facilities, and the record shipments that have been maintained for months, the company went into July with approximately 30,000 unfilled orders for immediate delivery of Whippet Fours and Sixes and Willys-Knight Sixes.

the driver. Light, ignition and throttle controls are centred at the top of the wheel. Onyx horn buttons and gear shift knob on many models add a note of distinction. Gear shift lever and emergency brake are of convenient height and located side by side. COMPLETE EQUIPMENT.

The equipment includes twin-beam headlamps, automatic windscreen cleaner, coincidental lock to steering and ignition, rear vision mirror, hydraulic shock absorbers, facia petrol gauge and rear traffic signal lamp. Opal iridescent dome lamp is found in closed models. Corner lamps, automatically lighted when right rear door is opened, are standard on 7-passenger closed models. Direct illumination of coincidental lock when desired, is provided by an extra light on facia board. Instruments are grouped under indirectly illuminated glass dials, bordered with an etched silver frame. Instruments include speedometer, petrol gauge, oil pressure gauge, ammeter and engine thermometer.

The President Tourer provides a novel note of comfort in that the English type side curtains can be held erect by vertical rods fitted to the body and thereby used as windbreaks without raising the hood. The President Cabriolet is fitted with a folding luggage grid in the rear and six wire wheels, two of which are carried forward in mudguard wells. The rear curtain of the cabriolet top can be fastened against the ceiling in a few seconds, permitting ease of conversation with passengers in the jaunty dickey seat for two. The cabriolet top is finished in a colour harmonising with the body. It carries a metal landau bow on each side. Upholstery of the front compartment, is two-tone mohair or broadcloth and the dickey seat is in genuine leather.

ENGINEERING ADVANCEMENTS  
The President State Roadster has upholstery of genuine leather in a shade to harmonise with the body colour. A cigarette lighter is on the facia board. A compartment on the right side of both roadster and cabriolet accommodates golf bags and other luggage.

Two of Studebaker's spectacular advancements in engineering are incorporated in the President. The first provides for the driving of the President 40 miles an hour even when new. Only cars built of the highest quality materials up to the finest standards of precision workmanship and subjected to the most rigid inspections, can be driven at such speeds when new without injury to the motor. The second provides for the elimination of frequent motor oil changes and chassis lubrication attention. Due to an efficient system of crankcase ventilation, thermostatic water control and the oil filter, it is necessary to change motor oil only at intervals of 2,000 miles.

A new type of hard non-system makes it necessary to rubber-moulded over a steel base, remove general chassis lubrication is adjustable to the preference of only at similar driving periods.

## CHRYSLER

presents

entirely new style creations  
in the low-priced field

Plymouth 4-Door Sedan

## PLYMOUTH

ALL Chrysler research, engineering and manufacturing have been inspired by the fundamental motive of giving ever greater quality and value.

Now with a new product—the Plymouth—Chrysler is the first to give at so low a price, the advantages of performance, riding ease, dependability and full adult size which characterise fine cars of higher price.

The Plymouth finally answers the search

for quality in the low-priced field. The Plymouth assures in its advantages the full measure of quality and value to which buyers of low-priced cars have long been entitled.

We believe there has never been a car anywhere near its price that can approach the Plymouth for power, pick-up, smoothness, easy handling, safety, quietness and roominess—nor that can equal it in beauty and style.

Price \$2,385

Completely Equipped.

Sole Agents:—

## A. LUNG &amp; CO.

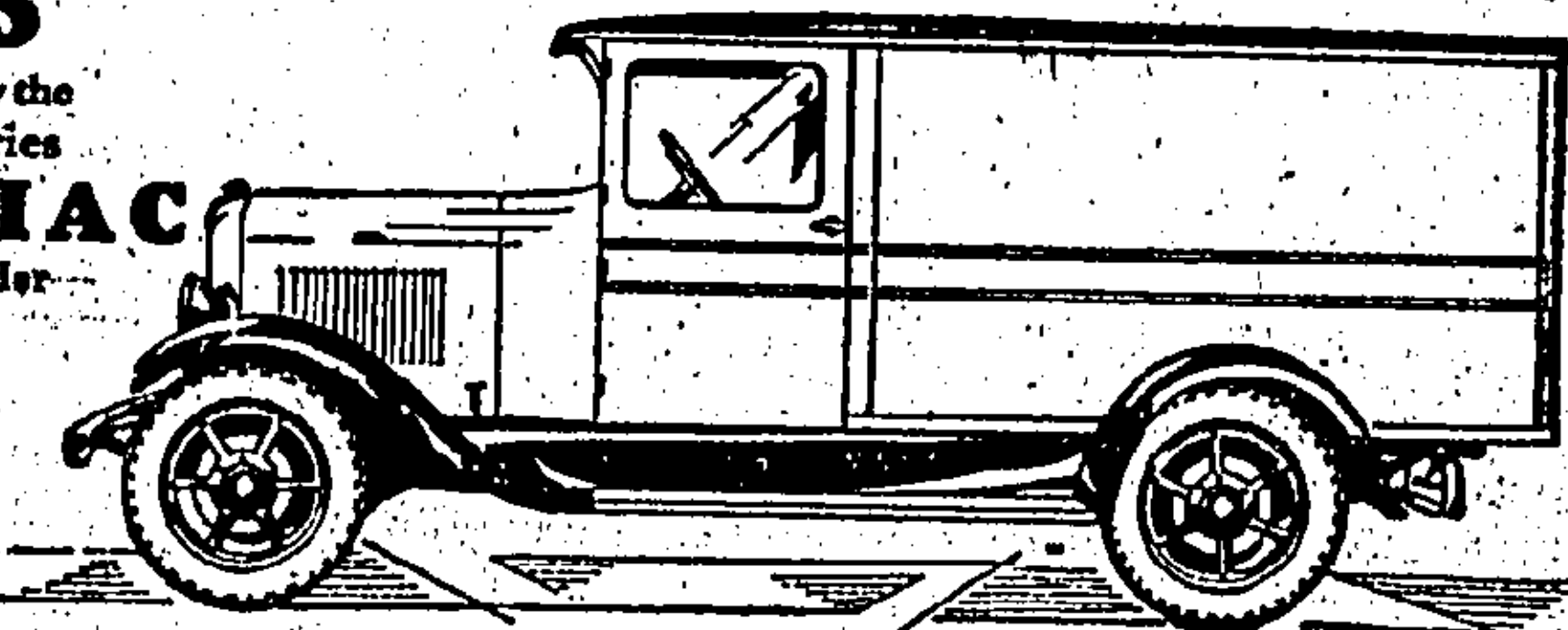
SHOW ROOM:

19, Queen's Rd., C.  
Tel. C. 1219.

SERVICE STATION:

Percival St., Wanchai.  
Tel. C. 4316.

ALWAYS INVESTIGATE WHAT GENERAL MOTORS HAS BEFORE YOU BUY

GENERAL MOTORS  
TRUCKSChassis  
\$745powered by the  
New SeriesPONTIAC  
Six Cylinder  
Engine

The

Lowest Priced 6-cylinder Truck

of 2000 pounds payload capacity

Powered by the New Series Pontiac engine. Four wheel brakes. Four speed transmission. A sturdy truck—modern in performance and appearance. Be sure to see it—another extraordinary value made possible by the resources of this great organization! Offered with a factory built body for every haulage purpose.

## 3 Great Series

Powered by the  
PONTIAC

Six Cylinder Engine

1000-lb. chassis : \$595  
With Screen Body : \$760  
With Panel Body : \$770  
2400-lb. chassis : \$745

Powered by the

BUICK

Six Cylinder Engine

Chassis Prices

One Ton : \$1095

One and one-half Ton : \$1185

Two Ton : \$1275

(Automatic transmission)

Two Ton : \$2050

(Automatic transmission)

Powered by the

BIG BRUTE

Heavy Duty

Engine

2½ tons to 15 tons capacity

prices ranging from

\$3690 to \$5820

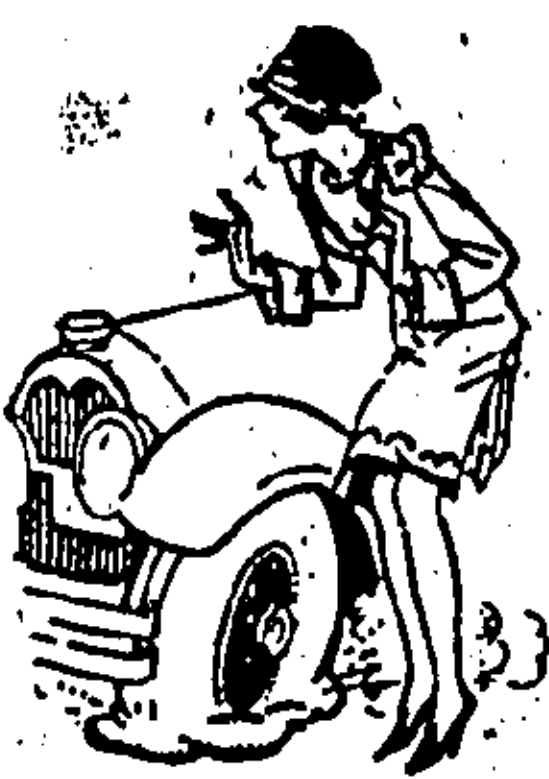
All prices f. o. b. Pontiac, Mich.

## THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247

33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

A TRUCK FOR EVERY PURSE AND PURPOSE

Tire Service  
for the  
Ladies

WE INVITE the ladies to come here for tires or tire service with utmost confidence.

Simply tell us what you want—remain seated in your car—and your wants will be cared for quickly and courteously.

Our prices are standard—you will receive full value for every penny you spend here. And when you're in need of tires—remember—Miller Tires require less service than any tires we know of.



Sole Agents:—

A. LUNG &amp; CO.

SHOW ROOM:

19, Queen's Road C.  
Tel. C. 1219.

## COMING TO EUROPE.

AMERICAN MOTORISTS AND  
BRITISH CARS.

The United States is the most difficult market in the world for the British car manufacturer. The large selection of home produced cars from which the American motorist can choose, and the extremely high duties which have to be paid on all imported cars, have prevented British makers developing business of any magnitude.

Each year a limited number of British cars are bought by American motorists who appreciate British quality, and are prepared to pay the heavy import duty to gratify their desires. As an instance, when Major Segrave on the 1,000 h.p. Sunbeam achieved the first speed record ever attained over 20 m.p.h., he had with him a standard 3-litre Sunbeam sports model. He was literally besieged with would-be buyers for this car, and it was eventually sold to Mr. Gar Wood, the American speed motor boat builder. Had there been a stock of Sunbeam cars available in America when the speed record was made they would all have been sold within a very few hours.

Other Sunbeam cars have been purchased from time to time by American motorists, and a Florida owner of a 20 h.p. six-cylinder Sunbeam recently wrote expressing his complete satisfaction with this British built car, and also intimating that he proposed ordering another Sunbeam—a 3-litre model—at an early date.

British car design differs so greatly from the accepted American standards that it can well be imagined the British characteristics of quality and lasting service are appreciated by those motorists who desire something different from the usual type of mass produced vehicle.



**BEATS TRAIN.****FOUR CYLINDER MOTOR CAR.**

TRAVELS 1,167 MILES.

The speed, power, stamina and economy of modern light cars was convincingly demonstrated a few days ago when Mr. E. J. Sullivan of Grinnell, Iowa, U.S.A., drove his stock Whippet Sedan from Chicago, Ill. to Denver, Colorado, a distance of 1,167 miles, in 26 hours, 18 minutes. The time of the fastest train between these two cities is 27 hours, 30 minutes, over a route 124 miles shorter than that travelled by Mr. Sullivan.

The run was officially timed by representatives of the Western Union Telegraph Company at the starting point and at the finish line.

Every type of highway was encountered during the test. Mr. Sullivan said, only one quarter of the route being over paved highways while the balance was either dirt or gravel roads. Despite the difficult roads, misty weather and steep hills encountered along the route, the car maintained an average speed of more than 44 miles per hour—covering 554 miles between Chicago and Omaha, Nebraska, in the first twelve hours of the run.

Mr. Sullivan declares that his run also demonstrated the unusual economy which may be expected—and demanded—in present-day light cars. The Whippet averaged 25.93 miles to the gallon of fuel, and only two quarts of oil were added to the original supply. Mr. Sullivan also reports that the cooling efficiency of the Whippet engine enabled him to keep at top speed wherever road conditions permitted, not a quart of water being added to the radiator supply. At the end of the severe grind, the motor was running as smoothly as at the start.

Messrs. Gilman & Co., Ltd., local distributor of Willys-Overland cars, say that this new speed mark is merely another to be added to the long list of Whippet accomplishments which have made this car an outstanding leader in the four cylinder classification.

**NEW PONTIAC 6.****THREE BIG FEATURES DEMONSTRATED.****FISHER BODIES.**

Three of the many features of the Pontiac New Series Six are worthy of special consideration, because they are basic advantages found on no other low-priced six.

Bodies by Fisher, General Motors Research (G-M-R) cylinder head, and cross-flow radiator with thermostatic control, are the three outstanding features especially stressed in the Pontiac.

These three advantages alone would be sufficient to stamp the New Series Pontiac Six as the leader in the field of low-priced sixes. But, when to these are added the scores of other improvements and refinements of almost equal importance, then Pontiac's leadership becomes even more pronounced.

In offering bodies by Fisher, the Pontiac Six brings to the low-priced field not only the style and smartness, but also the luxury, roominess and staunch construction inherent in Fisher design.

The second big feature of this New Series Pontiac Six consists of the G-M-R cylinder head, which adds so much to Pontiac's smooth performance. Where other cars use high compression cylinder heads for the sake of power, a certain roughness is experienced with low test fuel. The G-M-R cylinder head on the New Series Pontiac Six eliminates this roughness and spark knock. Energy that would otherwise be wasted is converted into useful power.

The spark can be advanced farther without danger of spark knock, resulting in a cooler running and more efficient engine.

Because of these advantages of the G-M-R cylinder head, the New Series Pontiac Six develops ample power with utmost smoothness and without using excessively high compression. That is why best all around results are obtained with ordinary low test gas than other cars give with high compression engines.

The third of these basic advantages of the New Series Pontiac Six in its field is the cross-flow radiator with thermostatic temperature control. Loss of vapour is prevented because the hot water must pass through the cooling core of the radiator before reaching the top tank and the vent pipe. High altitudes cannot cause excessive loss through evaporation—a common fault with the other types of cooling systems.

On long, hard drives, the cross-flow radiator prevents loss of water through "surgings" or too rapid circulation—another fault sometimes experienced with the "down-flow" type of radiator.

Add to these three outstanding

**TEAMWORK.****PAYS IN AUTOMOBILE INDUSTRY.**

(By Alfred Reeves, General Manager, National Automobile Chamber of Commerce.)

As a member of the American Trade Association Executives, I know many associations that are doing just as effective work for their industry as we in the motor field.

Often times I think that many members are unaware of the constructive work their trade associations are doing.

Some years ago, trade associations were not in good favour because there was a general feeling—many times well founded—that they were organized for price control or market division.

I have little use for any association that is formed with price factor in mind, but strongly favour those that work for lower costs and broader markets.

We in trade association work are proud of our profession. We are not over keen about Czars conducting industries, because we feel that men in industry might better agree among themselves. It is always better to sell an idea on its merit than to impose it on a trade by rule.

**HOOVER HAS HELPED.**

Thanks to the interest and efforts of Herbert Hoover, who has co-operated so well in his guidance of trade associations, we now have hundreds of them doing fine collective work for their industries with many advantages to the public which, after all, must receive the greatest benefit if a trade association is to continue successfully.

It is not my thought to make a speech but rather to have a heart-to-heart talk with the delegates here on a record-growing industry that is having a big bearing on American social and business life and which is now rated first by our government, with meat-packing second, steel third and petroleum products fourth.

**UNIVERSALLY DESIRED.**

The motor car industry appreciated very early and now knows that it has the greatest market in the world with an article of universal desire which everybody wants because it supplies independent travel without the use of a time-table.

In the beginning there were many who thought the automobile a luxury and even now there are certain old-fashioned industries and people who do not appreciate that the motor car has substantially added to the efficiency of this country and is now an integral part of our lives.

If you doubt the truth of that statement, just picture this country without motor cars!

Concrete evidence that this article of universal desire continues to be in great demand is supplied by the records of our factories which are producing 34 miles of motor vehicles every working day!

The men in our industry have always been willing to try anything reasonable at least once.

**MANY MISTAKES ADMITTED.** We have made many mistakes but have tried not to make the same mistake twice.

Nor would I have you believe that there have not been disagreements among the manufacturers.

Our co-operation has been delightful until the car was built, but after that, the competition to sell it to you, while ethical, has been of the keenest possible kind and with you the proper benefactor.

**HENRY FORD.**

As with other associations, the National Automobile Chamber of Commerce does many things that benefit a manufacturer whether he was a member or not.

Fortunately, in our case, practically every builder of cars, trucks or buses is a member of the Chamber, including Mr. Henry Ford's own Lincoln Company.

In addition, our relations with the Ford Motor Company are keenly co-operative and I take great pride in the fact that when Mr. Ford's new car came into production his fellow manufacturers were among the first to publicly announce their congratulations.

Mr. Ford reciprocated by gracing the head table at our annual banquet during the 'Automobile Show.

**ACTIVITIES BENEFIT ALL.**

The staff of the Chamber at the offices in New York, Washington and Detroit, as well as our field men, have been carrying on work for a number of years, which as I said before, benefited everybody.

Advantages the many other Pontiac advancements such as: Crankcase ventilating system; AC fuel pump and filter; double drop frame; mechanical four-wheel brakes; semi-coincident lock; dash; gasoline gauge; and many others, and Pontiac is, positively, the best low-priced six that money can buy.

It might be well here to briefly enumerate a few of them:

To aid dealers to become better merchants, it conducts about 150 meetings a year throughout the country, working with the National Automobile Dealers' Association, which furnishes experts on selling, accounting and other subjects.

Relations with the railroads and with the steamship companies are cared for by a department of traffic experts who aid the transportation companies as well as conserve the interests of motor companies in rate-making, routing and similar subjects.

Last year automotive and allied freight amounted to 3,267,000 car-loads.

**UNBOXED AUTOMOBILES.**

We now have five steamships travelling to Europe especially equipped to carry unboxed motor cars which means an average saving of \$65 a car in freight alone, and lays the car down for the European market at least \$100 less than could be done in the old-fashioned way.

"Installment selling" was a much abused term in the years gone by, but thanks to the good sense of men in the motor industry, it is now on a solid basis and a respected part of the banking community as well as of many industries. They declared a healthy basis for the sale of a car was 33 1/3 per cent. down payment, the balance in 12 equal installments.

Installment sales of motor cars decreased last year to about 60 per cent. of total sales.

Legislation, city and federal, requires a lot of attention because there seems an ever present belief that the motor vehicle owner is a fit subject for increased taxes.

**TAXES AND CONTROL.**

We are in favour of fair taxes when the money is placed on the highways and have well defined politics covering the control of traffic, speed, size and weight of vehicles, and compulsory insurance.

We have invariably found that while the guidance of a lawyer is helpful, presentations to law making bodies bring the best results when the manufacturers appear and tell their own story for or against suggested legislation.

More than 40,000 of our 96-page book of Facts and Figures are distributed throughout the world.

**122 STANDARDS ON CARS.**

There are now 122 standards on motor cars, all with a view to lowering costs so that the car can be delivered to the user and maintained at the lowest possible cost. They do not hamper individual designs in cars.

Our fuel investigations and our headlight research are important factors in the present day use of motor cars.

**PROMOTIONAL WORK.**

Of probably the greatest importance is the promotional work long carried on here and now being undertaken in those foreign countries which invite us to send our missionary, not to sell them cars, but to furnish ideas on highway transportation.

Here is a broad, constructive work that benefits every manufacturer, whether located in England, France, Germany, Italy or any other producing country.

Our lecturers, almost always speaking in the language of the country, with thousands of feet of moving picture film; undertake to show how motor cars can be used most efficiently; how bankers can profit by becoming a part of the industry; how highway commissioners may be helpful in their highway progress and how dealers can best find prospects, finance sales and maintain proper service.

It is a broad-gauged mass salesmanship idea, with a view to educating and helping those in other countries and making it unnecessary for them to go through the experimental stages through which we passed during the last 20 years.

One man lecturing in Tokyo today, in his second trip round the world; the one travelling through Central America, lecturing in Spanish, with his "movies"; another one about to start for South America, and a fourth, for his annual visit to the European countries, are just instances in his campaign that we believe is mutually helpful.

**TEAM WORK.**

Team work in business is often made ridiculous when it consists of too much conversation and too little action.

Some men think co-operation means to get the other fellow to do what you want done.

They admit that co-operation means give and take, but they are inclined to believe that it means to give one and take ten.

Unless you are all willing to contribute to the main fund, you cannot expect to get much out of it.

You cannot have much real team work in an industry unless the leaders are desirous of co-operating.

An example was given me the other day in connection with an industry where business had been poor for many years.

Talking to a friend, a manufacturer said: "We have had two bad years, but everything is all right now. We have a great trade association, markets are opening up, prices are better and the outlook is very bright."

"What is the name of the association?" he was asked.

"I can't tell you that," he replied. "I am not a member."

**REQUIRED SACRIFICES.**

Team work in the automobile industry has been under a real give and take policy with many examples which are a natural source of pride that I know you will pardon.

To record them may aid in your work, just as many of you have set examples which have been helpful to us.

The industry wanted to standardise on 56-inch trends to reduce costs and make marketing more efficient. Our manufacturers agreed to standardise as of a certain date and when that day came, Willys-Overland Company had \$35,000 worth of material on hand which their factory manager thought they should be permitted to convert into cars.

To do so would endanger the success of the plan.

John N. Willys promptly announced that the plan should be operative on the agreed date and a major part of that material was scrapped!

Just now we are cutting balloon tyre sizes from 24 to 18, which means a sacrifice on the part of some of the companies who have been using other sizes.

The automobile industry objected to rubber control and rubber restrictions. There was not so much objection to the price as to restricting the supply of a commodity so important to our members as rubber and putting our industry in the hands of rubber speculators.

Headed by John J. Raakob, Vice President of General Motors, there was formed a National Rubber Reserve with funds supplied by the automobile and tyre manufacturers, all with a view of stabilising the market and eliminating the speculation in rubber.

It is true that, temporarily at least, the National Rubber Reserve has lost a substantial sum of money but it brought back the law of supply and demand.

**EUROPEAN BUILDERS.**

Last week at Detroit, Edsel Ford, Alfred Sloan, Roy Chapin and other manufacturers gave a luncheon to Louis Renault.

For the next three or four days he visited their plants round Detroit.

I recall some years ago at a Foreign Trade Convention in Detroit we took the visitors through the factories.

At the Packard, a German stepped up and said, "I think you ought to know that in our party are two engineers of the Mercedes factory. Is it permissible for them to go through the plant?"

"Of course," replied the Packard man, "we are delighted to have you with us and there on the table are some pads and pencils in case you would like to make any sketches of the machinery."

When I visited Berlin a year later they were still talking of the unrivalled hospitality of the Packard Company. And it's true of other companies.

Changes come very fast in our industry and you have to keep visiting round to see what is going on.

Some one remarked recently that American industry was moving so fast nowadays you have to run to stay where you are.

I remember when three Citroen engineers from France spent a whole week in the Hudson shops.

A manufacturer had some difficulty in production. He asked the Cadillac Company if he could call and see how they were handling things.

The President of the Cadillac Company replied, "Come up and welcome. We will give you a factory luncheon and a factory cigar. If you survive those two we will take you through the plant and show you everything we have."

As the result of the Army Council's two years' experience with a Long 20 H.P. six cylinder Armstrong Siddeley car, the War Office has recently ordered 16 more cars of the same type.

**SPEED  
BEAUTY  
SERVICE**

YES SIR, IT'S A—  
PONTIAC YOU WANT

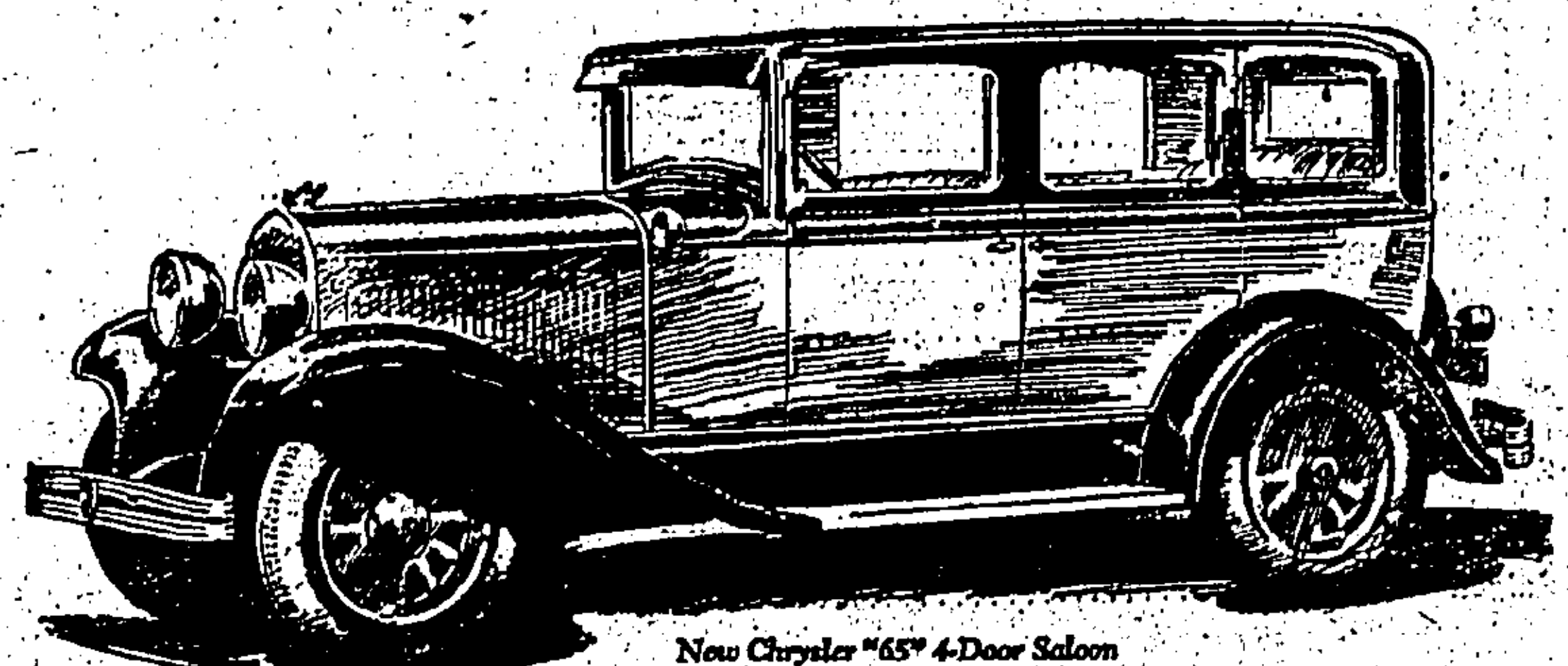


**BUICK FOR 1929 —  
AN ANNIVERSARY  
CAR—BUILT TO CELEBRATE 25 YEARS  
OF WORLD LEADERSHIP—ON DISPLAY  
VERY SOON.**

**THE DRAGON MOTOR CAR CO., LTD.**

Telephone Central 1246 or 1247.  
33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

## New CHRYSLER "65"



New Chrysler "65" 4-Door Sedan

IN the new Chrysler Sixes—the "75" and the "65"—Chrysler now sets striking new measures of beauty; when the artistry of an industry was seemingly at its height—new measures of performance, beyond even the sparkling Chrysler of other days—new measures of value—lower prices. It is expected of Chrysler that it shall provide the public with new style, new performance, new quality, new value. For it is the outstanding genius of Chrysler engineering, research, and manufacture that periodically they produce new extraordinary

offerings, beyond anything else the industry provides in performance and style. . . . It is natural therefore, that the public has acclaimed these new Chryslers as surpassing all that has gone before—as ushering into existence an entirely new motoring style that re-styles all motor cars. . . . In view of the unique degree of beauty, power, speed, luxury, comfort, efficiency and value of the new "75" and "65," it is not at all strange that the whole country is today more than ever Chrysler-wild.

Features—New Chrysler "65"—New larger engine—5 1/2 h.p.—"Silent-Dome" high-compression head using any petrol—characteristic Chrysler speed, power and pick-up—counter-weighted 7-bearing crankshaft; only car at its class price with this costly feature; new slender profile radiator—new bowl-shaped lamps—beautiful coil moulding and coil lamps—new, longer chassis and longer, wider, roomier bodies—panoramic window silhouette—new "strutting" full-crowned wings—new internal expanding Chrysler hydraulic four-wheel brakes, unaffected by weather conditions—Lowest hydraulic shock absorbers from Ford—new spring ends anchored in live rubber, instead of metal shackles.

Sole Agents—

**A. LUNG & CO.**

SHOW ROOM:  
18, Queen's Road C.  
Tel. C. 1219

SERVICE STATION:  
Percival St., Wanchai  
Tel. C. 4816



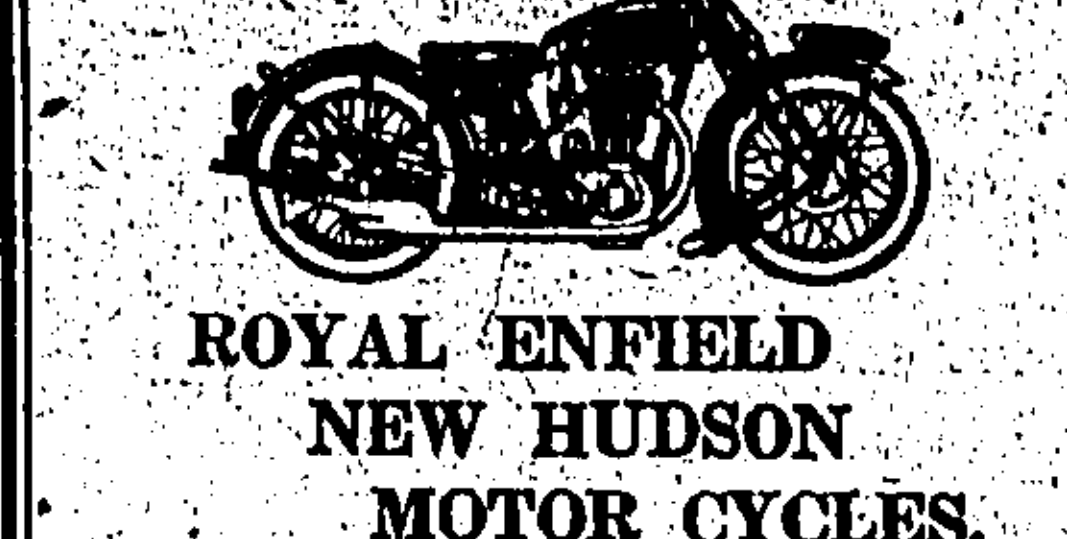


**FEDERAL TRUCKS.**  
1-7 1/2 Ton Capacity.  
Sole Agents:—  
**KIN CHEONG HONG.**  
37, Connaught Rd. C. Tel. C. 6.

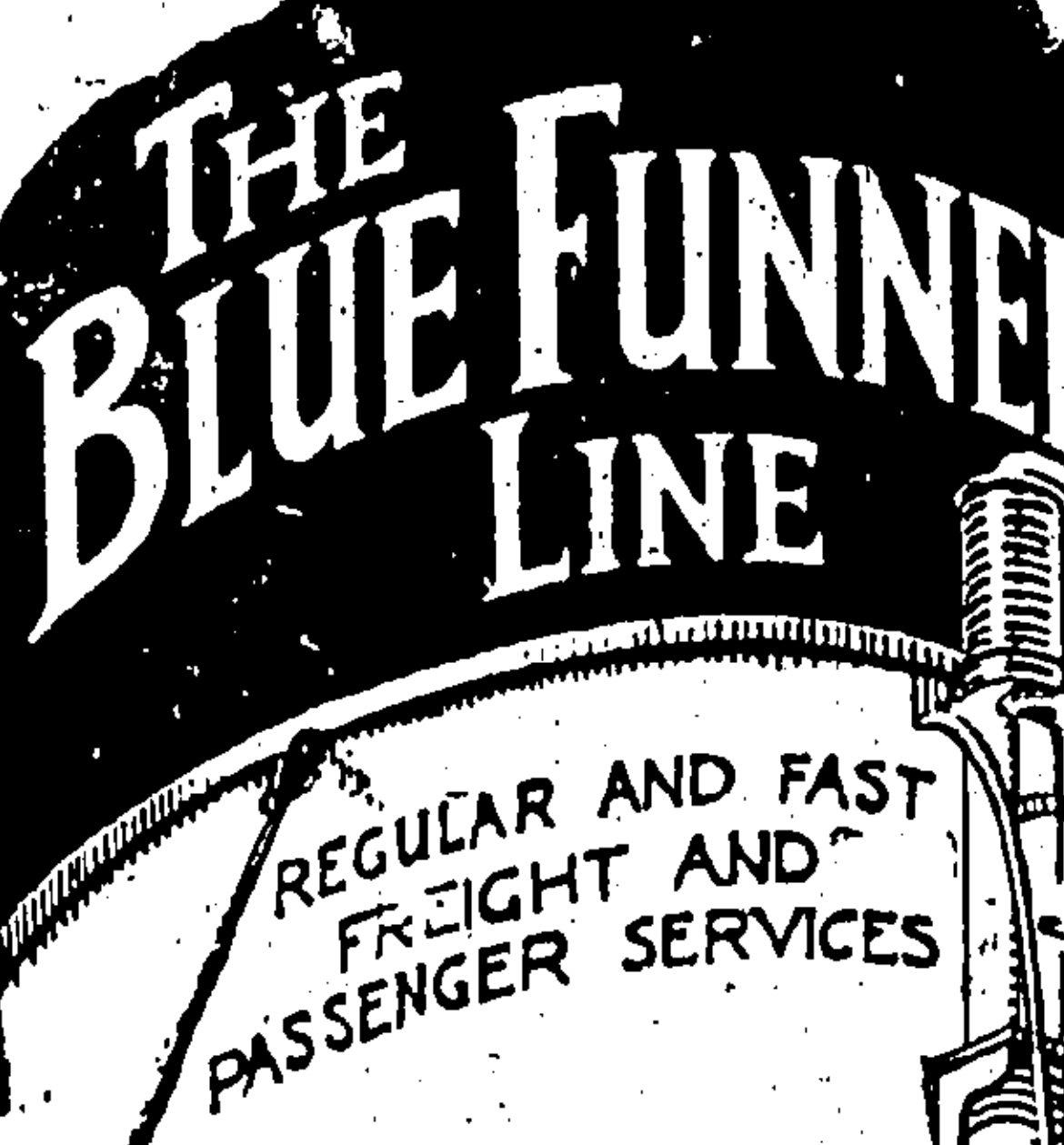
# China Mail

ESTABLISHED  
1845

HONG KONG, THURSDAY, SEPTEMBER 6, 1928.



**ROYAL ENFIELD  
NEW HUDSON  
MOTOR CYCLES.**  
Sole Agents:—  
**A. LUNG & CO.**  
19, Queen's Road C. Telephone C. 1219.



**THE BLUE FUNNEL LINE**  
REGULAR AND FAST  
FREIGHT AND  
PASSENGER SERVICES

**LONDON SERVICE.**  
"ACHILLES" 18th Sept. Marseilles, London, Rotterdam & Hamburg  
"TYPHON" 22nd Sept. Marseilles, London, Rotterdam & Hamburg  
"CALCUTTA" 26th Sept. Marseilles, London, Rotterdam & Hamburg

**LIVERPOOL SERVICE.**  
"BELLEROPHON" 20th Sept. Genoa, Havre, Liverpool & Glasgow  
"EURYLOCHUS" 24th Sept. Genoa, Havre, Liverpool & Glasgow

**PACIFIC SERVICE.**  
via KOBE & YOKOHAMA  
"TYNDAROS" 15th Sept. Victoria, Vancouver & Seattle  
"PROTESILAEUS" 20th Sept. Victoria, Vancouver & Seattle

**NEW YORK SERVICE.**  
"PREMIER" 21st Sept. Boston, New York & Baltimore  
"AGAPORON" 25th Sept. Boston, New York & Baltimore

**INWARD SERVICE.**  
"MEVELEAS" due 17th Sept. Shanghai, Moli, Kobe & Yokohama  
"TEI AMON" due 18th Sept. Shanghai & Hankow

**PASSENGER SERVICE.**  
"SARPEDON" 2nd Oct. Singapore, Marseilles & London  
"PATROCLUS" 7th Oct. Singapore, Marseilles & London

\*Sails at daylight  
Also cargo steamers with limited passenger accommodation at specially reduced fares.  
For freight, passage rates and information apply to—  
**Butterfield & Swire.**  
Agents

**POST OFFICE NOTICE.**  
Letters and postcards for Eu 307 are sent by the British Isles and forwarded via Siberia if so superscribed.

**INWARD MAILS.**

| From                                                | Per                 | THURSDAY, SEPTEMBER 6. |
|-----------------------------------------------------|---------------------|------------------------|
| Shanghai and Amoy                                   | Kanchow             |                        |
| Europe via Negapatam (Letter only London)           |                     |                        |
| 9th August                                          | Takada              |                        |
| Shanghai and Europe via Siberia                     | Heidelberg          |                        |
| Australia and Manila                                | Tai Ping            |                        |
| SATURDAY, SEPTEMBER 8.                              |                     |                        |
| U.S.A., Honolulu, Japan, Shanghai, Europe           | President Wilson    |                        |
| via Siberia                                         | Hakone Maru         |                        |
| Japan and Shanghai                                  | Sunning             |                        |
| Shanghai and Swatow                                 | Tilawa              |                        |
| Europe via Negapatam (Papers only London)           |                     |                        |
| 9th August                                          | Yuen Sang           |                        |
| SUNDAY, SEPTEMBER 9.                                |                     |                        |
| Manila                                              | Empress of Asia     |                        |
| MONDAY, SEPTEMBER 10.                               |                     |                        |
| Manila                                              | President McKinley  |                        |
| U.S.A., Honolulu, Japan and Shanghai                | President Jefferson |                        |
| Straits and London (Parcel mail London, 8th August) | Menejaus            |                        |
| TUESDAY, SEPTEMBER 11.                              |                     |                        |
| Saigon                                              | D'Artagnan          |                        |

**OUTWARD MAILS.**

| For                                 | Per                | THURSDAY, SEPTEMBER 6. |
|-------------------------------------|--------------------|------------------------|
| Sam Shui and Wuchow                 | Anjou              | 3.30 p.m.              |
| FRIDAY, SEPTEMBER 7.                |                    |                        |
| Shanghai and Europe via Siberia     | Linan              | 12.30 p.m.             |
| Haiphong                            | Tonkin             | 12.30 p.m.             |
| Swatow, Amoy and Foochow            | Hai Ching          | 2 p.m.                 |
| Manila and Parcels for Germany      | Heidelberg         | 2.30 p.m.              |
| via Hamburg                         |                    |                        |
| Fort Bayard, Hothow, Pakhol and     |                    |                        |
| Haiphong                            | Hanoi              | 5 p.m.                 |
| SATURDAY, SEPTEMBER 8.              |                    |                        |
| *Straits and Calcutta. Parcels noon | Sui Sang           |                        |
| Letters 1 p.m.                      |                    |                        |
| Straits, Ceylon, India, Mauritius,  |                    |                        |
| E. & S. Africa, Aden, Egypt and     |                    |                        |
| Europe via Marseilles—due Mar-      |                    |                        |
| seilles, 7th Oct. K.P.O. Registra-  |                    |                        |
| tion 1 p.m. Letters 1 p.m. G.P.O.   |                    |                        |
| Registration 1.45 p.m. Letters      |                    |                        |
| 2.30 p.m.                           |                    |                        |
| Wei Hai Wei                         | Hakone Maru        | 2 p.m.                 |
| Manila                              | Kushow             | 5 p.m.                 |
| SUNDAY, SEPTEMBER 9.                | President Wilson   |                        |
| Bangkok via Swatow                  | Kalgan             | 9 a.m.                 |
| Swatow, Amoy and Formosa            | Hozan Maru         | 9 a.m.                 |
| MONDAY, SEPTEMBER 10.               |                    |                        |
| Japan, Honolulu and *San Fran-      |                    |                        |
| cisco—due San Francisco, 3rd        |                    |                        |
| Oct. Parcels 3 p.m. Registration    |                    |                        |
| 4.15 p.m. Letters 5 p.m.            | President McKinley |                        |
| Shanghai and Europe via Siberia     |                    |                        |
| Letters only 6 p.m.                 | President McKinley |                        |

\*Correspondence bearing vessel's name only.

Printed and published for the Proprietors, The Newspaper Enterprise Limited, by DAVID CHRISTIAN WILSON, business manager, at 8a, Wyndham Street, Hong Kong.

## THE RHINELAND DISCUSSION. AT GENEVA.

**M. BRIAND AND HERR MUELLER HAVE LONG CONVERSATION. "NO FORRADER."**

London, Yesterday.  
The newspaper reports from Geneva suggest that the French and German delegates, now attending the League meetings, may take the opportunity to discuss the question of the Rhineland evacuation and that an interview between M. Briand and Herr Mueller, the German Chancellor, is being arranged as a preliminary to such a discussion.

The reports state that the British delegation at Geneva will be kept informed of any such developments and that its attitude is one of sympathetic regard for the efforts by the French and German representatives to find a basis for discussion. The British Government's attitude to the German demand for the evacuation of Rhineland, before the time limit fixed by the Allies, was indicated in the House of Commons by Sir Austen Chamberlain shortly before Parliament rose. The Foreign Secretary then said that the British Government sympathised with the German demand but earlier evacuation could only be the result of an arrangement between the occupying powers on the one hand and the German Government on the other. Other powers had to be consulted. The British Government were ready to give friendly consideration to any proposals which might be put forward.—British Wireless.

**Important Conversation.**  
Geneva, Yesterday.  
Herr Mueller had an hour-and-a-half's conversation with M. Briand this evening. It is learned that they cordially discussed inter alia the question of the Rhineland evacuation. It is understood that M. Briand observed that the French point of view was already known, and the question interested not only France but Britain, Belgium and Italy, consequently, no useful purpose would be served without securing an agreement with these states.—Reuter.

## LEAGUE OF NATIONS. PERSIA'S BID FOR PERMANENT SEAT.

**CHINA'S DESIRE.**  
Geneva, Yesterday.  
A strong bid for a non-permanent seat on the Council has been made by the Persian delegation in a statement emphasising Persia's loyalty to the League, evidenced by sacrifices in many social questions, notably as regards opium. The statement declares that the rejection of Persia's claim will have an unfortunate effect in Persia and Mohammedan opinion generally.

**The Year's Work.**  
In the debate in the Assembly on the League during the past year, Dr. Wang King-ky of China expressed satisfaction at the return of Spain to the League. He emphasised China's ardent desire for close co-operation with the League. Mr. van Bokland, Holland, alluding to disarmament, paid a tribute to the action of Britain and France in their agreement on naval armaments which he hoped would expedite the summoning of an International Conference on the subject. Referring to the Kellogg Pact, he urged the necessity of economic disarmament. He emphasised the necessity that something should be done to tranquillise the European minorities, which were in a state of unrest.—Reuter.

## DUTCH QUEEN. CENSURED FOR "DESECRATING THE LORD'S DAY."

Amsterdam, Yesterday.  
The statement that the Amsterdam Reform Church censured Queen Wilhelmina for sympathising with the Olympic Games desecrating the Lord's day by awarding prizes on a Sunday is exaggerated. Only one district of the Reformed Church, Amsterdam West, passed this censure and the "Handelsblad" criticised their action severely.—Reuter.

## FRENCH GOVERNMENT AIR SERVICE. NEW DEVELOPMENT.

**AN AIR MINISTRY TO BE ESTABLISHED. SEQUEL TO DISASTER.**  
Paris, Yesterday.  
As a sequel to the Bokanowski disaster, the Government has decided to establish an Air Ministry with a whole time politician in charge, for the purpose of completely reorganising the Air Service.—Reuter.

## LATEST CHINA WAR. REPORTED HELP FOR NORTH FROM JAPAN.

Shanghai, Yesterday.  
A "Kuo Min" message from Peking says that many towns and villages around Luanhsien and along the Peking-Mukden Railway have been looted by the retreating (Northern) troops of General Chang Tsung-chang, whose proposal to withdraw his forces to the eastern embankment of the Luan River and incorporation in the Nationalist Army has been rejected by General Pei Chung-hsi. The retreat of the remnants of the Northern troops continues. The message adds: "Great indignation is aroused in Chinese circles at the reported conclusion of a \$5,000,000 loan to Chang Tsung-chang by the Japanese."

A report from Tientsin states that six military planes have been shipped from Japan by Chang Tsung-chang and have arrived at Luanchow, together with several Japanese pilots.—Reuter.

## CHINA'S NAVY. NATIONALIST PROGRAMME OF EXPANSION.

Shanghai, Yesterday.  
The programme for the expansion of the Nationalist Navy formulated by Marshal Chiang Kai-shek and Admiral Yang Shuchang, commander-in-chief of the Nationalist Navy, provides among other things for the construction of more gunboats in the immediate future and the opening of a naval academy at Hsiangsheng, in eastern Chekiang, within three months.—Reuter.

## OPIUM MONOPOLY. KWANGTUNG'S DRUG SOLD TO PRIVATE INTERESTS.

**\$700,000 MONTHLY.**  
Having come to terms with the Canton Government, a number of merchants have lately formed an opium company, and have obtained an opium monopoly in the Kwangtung Province.

According to the "Kung Shung Yat Po," the new company has agreed to pay \$700,000 monthly to the government and they have opened an office.

This opium monopoly was formerly in the hands of the Government. When business was good, a maximum tax of about \$850,000 was collected per month but when business was dull, it decreased to less than \$550,000.

The granting of the monopoly to private interests was originally backed by the Kwangtung Government. The Canton opium comes from Yunnan and Kwelchow Provinces. An overland tax was levied by the Kwangtung Government when the opium was transported from the latter provinces through Kwangtung Province. This tax collected was valued at about \$1,200,000 yearly, which equalled about half of the whole revenue of the Kwangtung Province.

Vancouver, Sept. 5.—Coast guards have recovered the body of Mr. MacCallum Scott, the member of Parliament who was killed in the flying disaster at the end of last month.—Reuter.

## CONVERSATIONS OF MALINES. DISCLOSURES.

**ROME'S OFFER TO PRIMATE OF ALL ENGLAND. ANGLICAN DENIAL.**  
London, Aug. 20.  
A sensation has been caused by an announcement published in the "Sunday Times" that the Archbishop and the Anglican representatives have agreed to the publication shortly of the official minutes of the Malines Conversations.

The names of the speakers will be omitted.

The disclosures promised include—  
"Although Bishop Gore was critical, and at times almost suspicious, he admitted that, even for him, there was no authentic Catholicism apart from Rome and the Pope had the Primacy and was the Bishop of Christendom."

Also—  
According to a memorandum prepared in Rome by an important theologian, Rome is prepared to grant great things to the Archbishop of Canterbury, who could accept the Roman Catholic faith.

They include jurisdiction in his patriarchate, special precedence equal to and perhaps above Cardinals and a special liturgy.

The Anglicans concerned deny the existence of the minutes, but the "Morning Post" points out that the official summary issued on January 18 refers to them.

## ARE THEY "GAGS"?

**CURIOUS IMPLEMENTS AT THE POLICE COURT. POINTS TO BE CLEARED.**

Curious implement, said to be gags, were produced at the Kowloon Court this morning during the hearing of a case in which four Chinese appeared, before Mr. W. Schofield, on the charge of having gags for an unlawful purpose. The gag in question was a small piece of wood fastened with a coil of wire, which when fitted to the neck of an intended victim, formed an effective gag.

When the charge was read, the first defendant said that he was a bean 'spout' carrier, and had used the gag as a handle for his basket.

The three other defendants denied possession.

Sub-Inspector James applied for a remand for 48 hours, as there were certain points to be cleared. The defendants, he stated, were arrested in a restaurant.

The magistrate accordingly remanded the case for 48 hours.

## SIMON BOYCOTT. LEGISLATURE NOW TO CO-OPERATE.

**HEATED DEBATE.**  
Madras, Sept. 4.  
Significant in view of the gradual change of opinion in India regarding the Simon Commission and its purpose, the local Legislature has reversed its former decision, reached six months ago to boycott the Commission headed by Sir John Simon.

After a heated debate to-day, during which a number of the members of the Congress walked out, the Legislature passed a resolution in favour of electing a Legislative Committee to co-operate with the Simon Commission.

The resolution, however, demands absolutely the same status and powers for the Committee as for the Commission in regard to the examination of witnesses and access to documents.

The resolution also directs that the Committee to be appointed shall submit a report of their findings to the Madras Legislature before submitting it to the Commission.

Some members of the Congress walked out before the vote was taken.—Reuter.

## A Story of Wrecks and Rescues!



**WILLIAM FOX PRESENTS TITANIC**  
A Story of the Great Shipwreck with its hero and his rescue  
GEORGE OBRIEN - VIRGINIA VALE  
A PARALLEL STORY - JANE COLLYER  
ROBERT KERRICK - JOHNNY DOOLEY - DONALD DAVISON  
From the novel by JAMES BURNHAM  
ALLAN DWAN Production  
Drama-Romance-Thrills!  
See the sinking of a great ocean liner after crashing into a monster iceberg!  
AT THE **QUEEN'S** TO-DAY TO SATURDAY  
At 2.30, 5.10, 7.15 & 9.20.

**The Return of a Famous Picture**  
EDNA  
**PURVIANCE in A WOMAN of PARIS**  
Written and Directed by **CHARLES CHAPLIN**  
AT THE **WORLD** TO-DAY TO SATURDAY  
Orchestra 5.15 & 9.20.  
Interpreter 2.30 & 7.15.

**AN APPEALING story of Irish wit and romance, full of fun and fights of the real Irish kind!**  
**IRISH HEARTS**  
with **MAY McAVOY**  
JASON ROBARDS  
WARNER BROS. PRODUCTION  
AT THE **STAR** TO-DAY TO SATURDAY  
Continuous 2.30 to 11.15.

**AN ALUMINIUM SHAKER GIVEN FREE WITH EVERY TIN.**  
**Thompson's "DOUBLE MALTED"**  
Sweet Chocolate Flavor  
Malted Milk  
Obtainable from all Stores, Dispensaries, Hotels and Restaurants.  
Sole Agents:—**HUI & HUI CO.**  
Alexandra Building.

**MASSAGEUR E. SHIMIZU.**  
MASSAGEUR S. HONDA.  
MASSAGEUR S. KISAKI.  
Expert Japanese Massage.  
24, WYNDHAM STREET.  
Tel. C. 4945.

**TANG YUK, Dentist.**  
Successor to the late SIEN TING.  
14, D'AGUIAR STREET.  
TERMS VERY MODERATE.  
Consultation Free.